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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

April 5th—11th, 1984
Volume 19, Number 14

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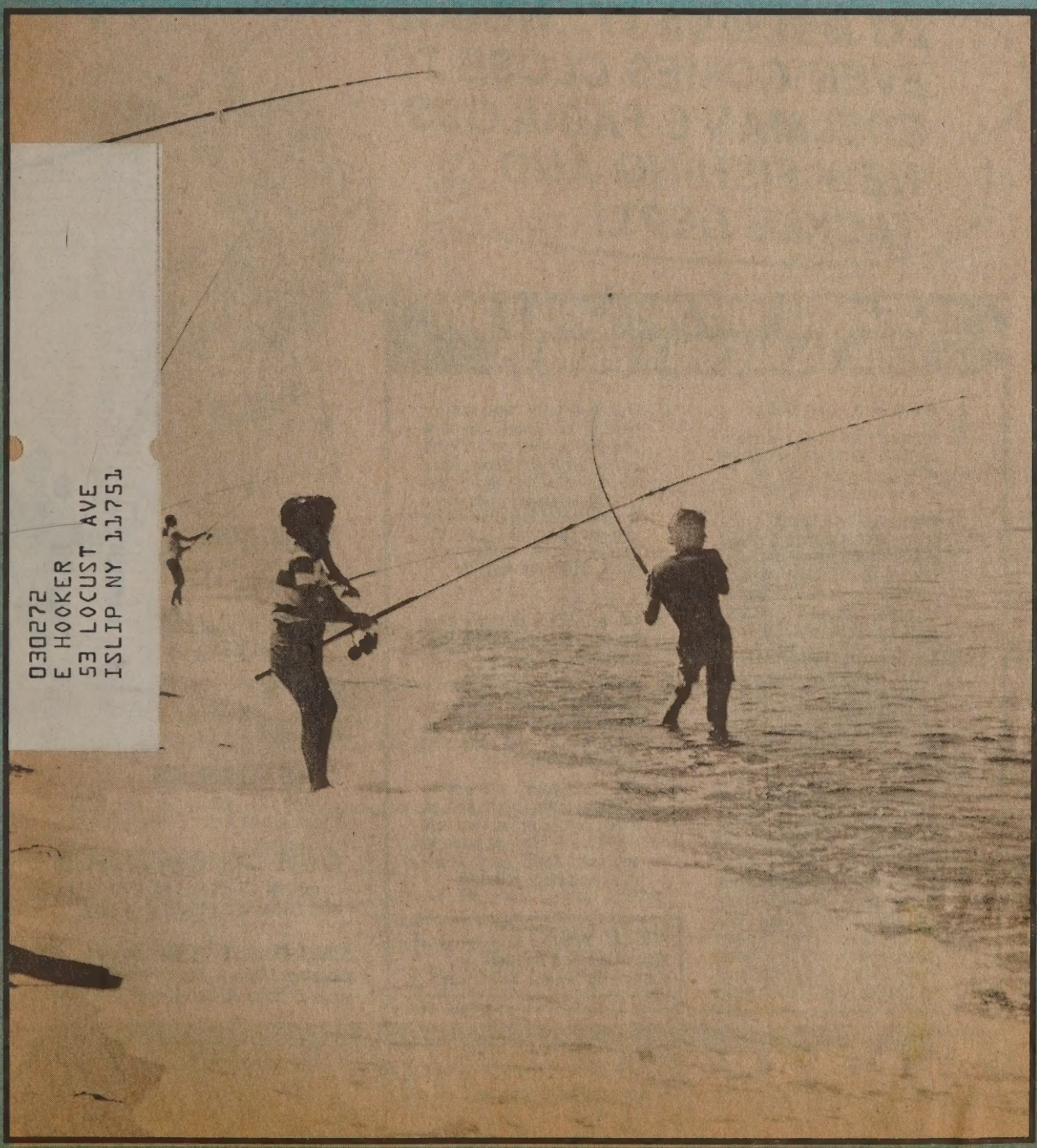

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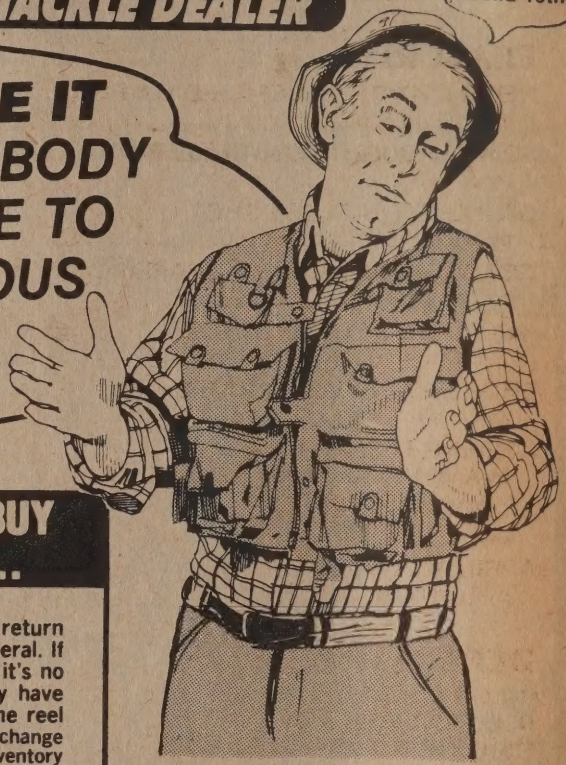

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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 19, Number 14 April 5th, 1984

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ABOUT THE COVER:

The Long Island surf has been alive with bluefish in recent years, providing surfcasters with blitzes such as the scene on this week's cover. If you are planning to join the fray this season, or if you would like to hone your present surf skills, you might want to consider attending one or all of *The Fisherman's Surf Seminars.* The first is scheduled for this Thursday night. For more details see page 8.

Publisher: Richard Reina

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The best Outrigger Clip ever made just got BETTER!

Introduced early last year, Roller-Trollers have become the most popular outrigger clips in fishing history! They have given trolled lines the famous protection of roller guide action right where lines need it most ... at those critical few inches that are "sawed" back and forth around a thin wire bail as lures skip and jerk through the water. And they have simply outdated the old pinching, chafing action of "clothes-pin" clips.

Now we've extended protective skirts around the roller so that not even flattened Dacron lines will work in under the roller. We've molded new shielding over the release arm, too; added a handy "thumb catch" to the release for easier opening, and refined the connection to the outrigger lines.

Roller-Trollers virtually eliminate heat and friction because the line never DRAGS over a stationary surface ... it RIDES on a roller that turns right with it! The roller won't roughen nor "groove", and it offers the silky-smooth action of our "Aftcote" Teflon®-coated bearings. To change the distance of your lure, just reel line in or out, right through the clip.

The tension adjustment is positive, yet sensitive over an extemely wide range; and once set, releases at precisely the same pull repeatedly. When a fish strikes, the release is clean and immediate. The tension can be reset easily; even with wet, cold fingers.

Built for a lifetime of service, Roller Troller bodies are molded of a rugged composition material that will not rust nor corrode. The rollers and other metal parts are marine quality stainless steel.

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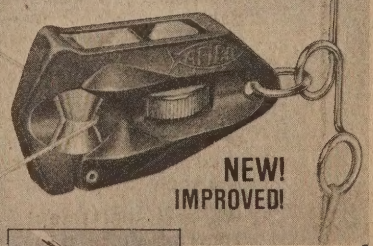

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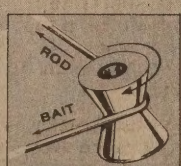

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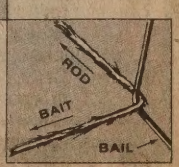

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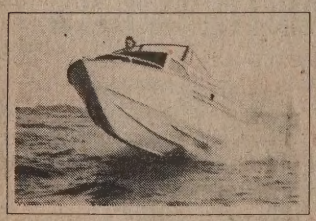

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FREE WORKSHOPS ON DOWNRIGGER FISHING WITH ELECTRONIC AIDS

Penn Fishing Tackle, Fenwick Woodstream and Lowrance Electronics will be presenting two free workshops on downrigger fishing with electronic fishing aids. The first will take place on Monday, April 9th at Miramar Yacht Club, Emmons Avenue, Sheepshead Bay, Brooklyn. The second will be hosted by Sachem South High School Fishing Club on Wednesday, April 11 at 51 School Street, Lake Ronkonkoma. Both will begin at 7:30PM. There will be free literature available.

PROPOSED CG REGULATIONS WILL AFFECT LOCAL BOAT CAPTAINS

The U.S. Coast Guard has proposed changes in its regulations that will affect the licensing of charter boat operators.

"While the new regulations would relax restrictions on holders of current licenses, the regulations would make getting a new license more difficult," says T. Brantley Houston, president of Houston Marine Consultants.

Under the proposed regulations, the ocean and inland operator licenses now issued to party boat operators would be replaced by a master's license for vessels of not more than 200 gross tons. Tonnage ratings would automatically be increased, in many cases to the 200 ton maximum.

New license applicants will feel the greatest effects of the proposed regulations. The examinations for the motorboat operator license (commonly referred to as the "six pack" license which allows for six passengers or less) and inland/ocean operator license (which allows for more than six passengers aboard) will become more difficult under the new regulations, covering more material.

Currently, applicants for all three licenses are tested on the basics of seamanship, such as aids to navigation and charts, lifesaving and firefighting equipment, machinery operations, Coast Guard rules and regulations, emergency and distress signals, first aid and rules of the road. Ocean operators are also tested on plotting and Loran.

Once the new regulations go into effect, a first-time applicant will also be tested on boat handling, meteorology, electronics, medical emergencies, marine sanitation, safety equipment required by law and practical signaling by flashing light.

Presently most motorboat operators and ocean/inland operators are limited to specific coastal waters and distances offshore. With the rule change, these restrictions would be eliminated and replaced with a "near coastal waters" endorsement, which includes coastal waters as far as 200 miles offshore anywhere in the world.

The time requirements for the three licenses will not change under the proposed regulations. An applicant for a motorboat operator license must have at least 365 days experience in operating motorboats; an inland operator license applicant, 365 bays on inland or ocean waters; and an ocean operator applicant, 730 days on ocean or coastwise waters.

HALPIN BILL CREATES MARINE RESOURCE ADVISORY COUNCIL

"In order to ensure that monies collected from shellfish leases, permits and fines are used to protect this fragile industry—a $100 million industry that is vital to Long Island's economy—an advisory council must be established," so said Assemblyman Patrick Halpin (D-Lindenhurst) as he introduced legislation setting up a nine member Marine Resources Advisory Council.

"Last year, as a result of many hearings, the legislature recognized the crucial need to channel the monies generated by our shellfishing industry back into fostering its growth and we established the Marine Resource Account to earmark these funds," said Halpin. "Unfortunately, the Department of Environmental Conservation (DEC) has been beset with continual staffing problems. The temptation to use the special marine account funds to rectify the general problems of the Department threaten to undermine the purpose of this account—to protect our bays and those who make a living from the bays."

Citing the DEC's inability to conduct a timely "conditional" clamming program along the Babylon-Islip shoreline, because of a lack of staff, Halpin said the DEC's overall problems cannot be addressed by raiding the Marine Resources Account.

"This account was set up to address the problems with our shellfish industry and our marine resources. Clamming and other such fees were increased because those working in the industry agreed that we should put more money into protecting our waters. Long Island clammers did not agree to the license fee increases so that they could finance work that the state is responsible for and has failed to do," said Halpin. "We must have a watchdog body to look after this account. Our partnership with the shellfishing interests and the future of this vital industry depend on it."

The Marine Account has drawn an estimated $430,000 in additional revenue from higher permit and licensing fees as well, Halpin noted. This additional money will allow the

So you're confused about service on sonar units...

Lowrance gives you some insight into these commonly used terms.*

FULL WARRANTY
For the duration of the warranty, the manufacturer covers all costs for parts and labor for manufacturing or material defects. Only Lowrance has a **three-year FULL warranty** that covers units over a longer period when they're more likely to need service. The Lowrance **three-year FULL warranty** is possible because our units are quality engineered and tested to operate trouble-free for that long — and longer.

LIMITED WARRANTY
You may be expected to pay for parts and labor on items not covered by the warranty. You won't find a limited warranty on a Lowrance product!

LIFETIME GUARANTEED SERVICE POLICY
Do not confuse this with a full or limited warranty. It has nothing to do with a company's warranty statement. It simply guarantees that service will be available to repair your product after the warranty period. Included in the Lifetime Guaranteed Service Policy is a maximum service charge determined on an annual basis. At this time, Lowrance's maximum factory service charge after the warranty is $19.50 for flashers and $37.50 for graphs.

AUTHORIZED SERVICE CENTER
A service center staffed by factory trained technicians who can diagnose problems and repair your sonar unit just as if you had sent it back to the factory. Lowrance maintains over 125 Authorized Service Centers across the country. These centers are for the customers' convenience and eliminate the hassle, cost, and delay involved in shipping your unit to the factory. Labor rates may vary slightly from state to state on out of warranty repairs.

TURNAROUND
The time required to adequately service a sonar unit, excluding shipping time. Advertised "turnaround" time does not include shipping time which can be up to one week each way. Also, to some companies, quick turnaround may mean that you'll not get your own unit back, but someone else's reconditioned unit. Lowrance not only repairs and returns **your** unit, but also conducts an eight-hour continuous-run test to make sure the repair is successful.

RELIABILITY
You have the right to expect that your sonar will operate as it should every time you turn it on. To provide you with that kind of reliability day in and day out, Lowrance maintains the most meticulous quality control in the industry. First, individual components are tested, then each sonar unit must pass 11 different inspections. This kind of built-in reliability gives us the needed confidence to offer the industry's new standard — the **Lowrance three-year FULL warranty.**

We hope this "dictionary" of terms will clear away some of the confusion you may have had about sonar service. If you have any further questions about your Lowrance sonar — or if you need service, call our toll-free number.

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***Definitions based on information available December 1, 1983.**

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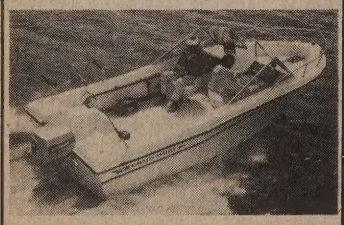

19' TOURNAMENT

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DEC to hire five more conservation officers to monitor and enforce restrictions on shellfishing. However, Halpin said the DEC is **still** grossly understaffed, having a total of only 31 officers for all of Long Island.

"The advisory council will ensure that our commitment to the bays and those who work there will be fulfilled. The DEC must be given a higher priority on our state's list of concerns or they will continue to experience staff problems and Long Island's most precious resources—one of its most viable businesses will suffer greatly," said Halpin.

Halpin added that the proposed Executive Budget for 1984-85 further cuts, from $1,119,000 to $1,064,000, the budget for the DEC's marine resources program. The probability of using Marine Resources Account fund for the general DEC needs, Halpin said, has become a "real threat."

"Our bays will be in danger of being overharvested and polluted unless we can ensure that the monies set aside in the account are spent to protect our bays. The state should and must concentrate on restoring the DEC to a workable level," said Halpin.

Halpin's bill creates a nine-member advisory council which will not only see that the marine account money is spent as prescribed by law, but would make recommendations concerning state government plans, policies, and programs that affect both shellfish and finfish. Members of the council, appointed by the Governor and approved by the Legislative leaders, would be residents of the marine district, and would represent both commercial and recreational shellfishing and finfishing interests.

"This bill provides that members of this council have both experience and interest in the future of this Long Island industry. The council will be an advocacy group that will keep a watchful eye on this important resource," concluded Halpin.

NEW COMPASS SALES AND SERVICE PROGRAM

Nautical Service, long known on Long Island for its compass adjusting and repair service, has announced a unique, all encompassing Sales and Service Program of significant proportions.

Every compass sold will have a special N/S serial number. You get a dated owner's certificate with serial # and owner's name and a free additional one-year warranty, including all parts and labor; free professional consultation; free installation with order for compass adjusting. Also free assistance in complete nav. station layout; discount on compass adjusting for certain certificate holders; repair service priority for certificate holders; parts discount for certificate holders; complete general repair, adjusting and installation service available to all, at regular rates.

For complete information, talk to Jens Jacobs at Nautical Service, 220 Fort Salonga Rd. (Rt. 25A), Northport, NY 11768; (516) 757-7169.

ATLANTIS ANGLERS ANNOUNCE INTERCLUB DATES

The Atlantic Anglers will hold their 8th annual Atlantis Anglers interclub tournaments on the following dates:
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The product is available at sporting goods and hardware stores in a handy two ounce size perfect for tackle box or creel, along with standard nine oz. and 12 oz. cans, as well as one gallon sizes for use with spray applicators and other bulk containers.

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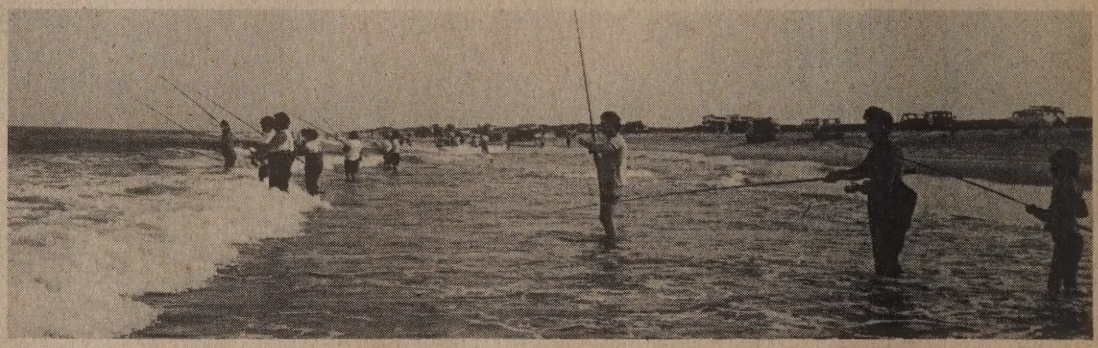

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NEWS FROM RELIABLE GAFF CO.

Reliable Gaff Co. reports that all of their hooks are now being made of a 'Superhard' grade of electropolished stainless steel. Hardness testing, indicates the new material to be 4X harder than any other gaff on the market.

This new formula allows the larger Flying Gaff hooks to be less bulky, better penetrating and lighter in weight as no reinforcing rod is required.

Also new for 1984 is a specially developed Boat Deck Brush, moderately priced, equipped with a bumper guard, hard aluminum anodized mirror finish handle and synthetic non-discoloring white flared-out bristles set into a varnished block. This floating brush is designed to go easy on both fiberglass and teak decks, yet remove dirt, grime, blood and scales quickly.

For more information or for a catalog on the complete line of Reliable Gaffs, write Jerry Schnur, Reliable Gaff Co., 4160 Merrick Road, Massapequa, NY 11758; 516-799-3928.

CALCIUM-PLUS BATTERY TECHNOLOGY NOW AVAILABLE FOR BOATS

The introduction of Calcium-Plus (TM) technology to the Super Crank line of marine batteries reduces the need for maintenance while improving overall performance, which is good news for boaters and fishermen, according to Bob Hasewinkle, product manager with GNB Batteries, Inc.

Calcium-Plus is a relatively new, battery grid alloy which reduces water loss and the potential reduction in cranking power due to a low fluid level.

Other improvements in the Super Crank batteries and the company's line of Action Pack deep-cycle batteries include:

- A new manifold vent cap design which dissipates gases away from the terminals, thereby reducing corrosion on terminals and cable connections, and increasing overall safe battery operation.
- A new, more economically designed carrying handle which provides a comfortable grip for easy installation and transport.
- Quick connect terminals with stainless steel studs for easy installation and removal of the battery.

"The purposes of the two types of batteries are quite different," Hasewinkle said. The Super Crank is designed to deliver short bursts of power to start a boat motor. The rugged battery is also designed to withstand severe vibrations from wave pounding.

The Action Pack deep-cycle battery is specially made to provide a constant flow of low-voltage power to operate electrical accessories on board a boat or recreational vehicle. The battery can be fully discharged, then recharged up to 200 times, approximately three to four times greater than a starting battery.

GNB Batteries, Inc., is a leading manufacturer of marine and recreational vehicles and a supporter of major fishing tournaments. Action Pack and Super Crank batteries are the official battery sponsors for the prestigious BASS Classic, the U.S. Open Fishing Tournament sponsored by Western Bass and the Red Man Tournament Trail.

GNB Batteries Inc., headquartered in St. Paul, is a leading manufacturer of batteries for use in cars, trucks, construction and off-road vehicles, farm implements, motorcycles, boats, RVs, golf cars and a variety of industrial applications.

YAMAHA'S PRECISION BLEND OIL INJECTION ELIMINATES GUESSWORK: ADDS CONVENIENCE FOR BOATERS

Every boater mixes oil and gas a little differently. Sometimes too much and sometimes, not enough.

Too rich and the plugs might foul, resulting in poor performance and the blue smoke commonly associated with outboards using richer mixtures.

Too lean a mixture might score the cylinder walls, resulting in costly repairs and unwanted downtime.

In its outboard premiere in the United States, Yamaha Marine introduced its exclusive Precision Blend oil injection system, a standard feature found on the 220+hp 2.6 liter V6 Special down through the mid-range models including the 40 hp electric.

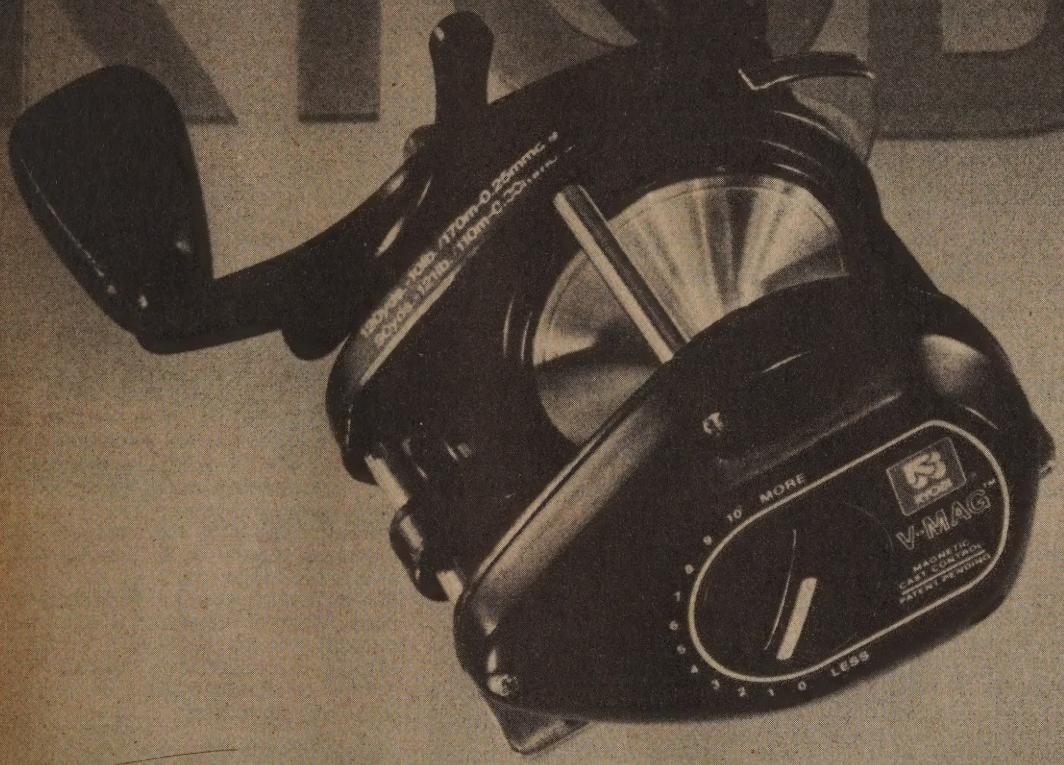
Yamaha engineers say the oil injection system automatically injects the precise amount of oil needed by the engine in every boating situation, saving the cost of unneeded and unwanted oil.

"Our integral injection system varies the blending ratio from 50:1 to as little as 200:1, depending on the engine's speed and load," said Yamaha's U.S. Marine Product Engineer Roy Okita.

"And unlike other add-on systems which automatically blend the oil and gas in the fuel line before it gets to the engine, Yamaha's Precision Blend injects the oil directly into the manifold between the reed valves and the carburetor. This eliminates the lag time between a change in the engine's rpm and the correct oil/gas mixture," said Okita.

The Yamaha V-block engines come with both integral and remote oil tanks which engineers say will hold enough oil for over 6 hours of running at full throttle. The remote tank on the V's automatically sends oil to the

RYOBI



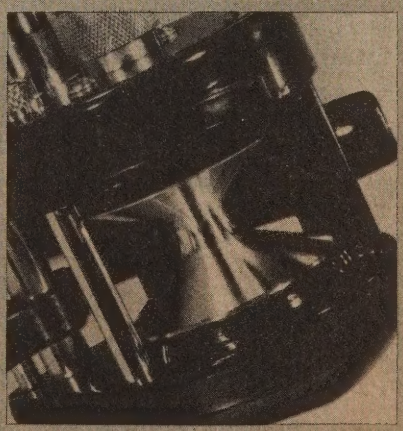
V-MAG™

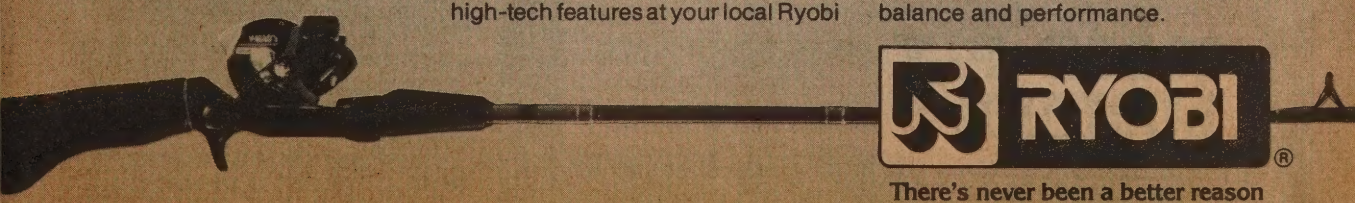
New double protection against backlash.

Our new V-MAG™ Baitcasting Reel Series combines the proven performance of our innovative V-Spool with a new magnetic cast control to virtually eliminate backlash. Available in four popular sizes, these superb reels are designed with the latest state-of-the-art engineering to make them the best values in baitcasting tackle—anywhere.

Here are just five V-MAG high-tech features you'll appreciate when you're battling a bass, muscling a muskie or in a standoff with a striper. • Adjustable 12-magnet dial control. • Precision machined and balanced V-Spool. • New exclusive R-Tec™ drag material. • One-piece, die-cast frame. • Main frame gearing.

Check out all the other V-MAG high-tech features at your local Ryobi dealer. And while you're there, ask to see the Ryobi baitcasting rods. You'll find they match our V-MAG reels in balance and performance.





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—Mercury—

Ulrich Marine
Main Road, Rt. 25
Southold, N.Y. 11971
(516) 765-3131
—Johnson Dealer—

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BOAT LUMBER:

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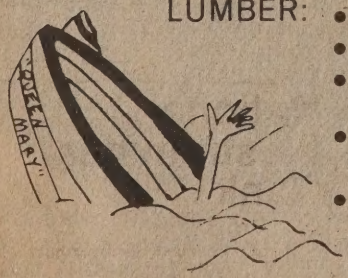

WOOD-PLY LUMBER Corp.

100 BENNINGTON AVE.,
FREEPORT, N.Y.
(Off Sunrise Highway)
(516) FR8-2612

integral tank when needed.

The three-cylinder 40 hp electric up to the 90 hp model feature an integral tank which can carry enough oil for five hours of full-throttle running, Yamaha engineers add.

A warning system has also been built-in if the oil level gets low. A red light appears on a three-light control panel gauge, plus a buzzer and on some models the engine's rmp's are automatically reduced to 2,000.

"We've been working with oil injection for over 20 years, and along with other advances in performance and convenience we feel our Yamaha outboards are the most technologically engineered units in the marketplace today," Okita stated.

JELLYHOO LINE EXPANDED TO INCLUDE NEW METAL-FLAKE COLORS

When Mann's Bait Company introduced the Jellyhoo for 1984, they knew it would be a success—but they didn't know HOW successful! Sales took off immediately, exceeding all expectations, and now the Jellyhoo is one of the hottest-selling saltwater lures in the country. Now, by popular demand, Mann's has expanded the Jellyhoo line to include three glittering, eye-catching metal-flake colors: blue, silver and yellow.

Mann's Jellyhoo has enjoyed tremendous popularity as the realistic, affordable replacement for expensive live baits such as alewives and ballyhoos. Made of super-soft plastic, yet durable enough for hours of hard fishing, the Jellyhoo is excellent for casting or trolling—and sure to fool those big game fish.

NEW SHIMANO CATALOG FEATURING TOMORROW'S TACKLE, TODAY!

Every year fishermen and tackle dealers wait with great anticipation for a look at the one catalog that will preview what thousands of fishermen will be buying during the coming season. In 1984 as in the past, it's the Shimano Fishing Tackle Catalog that provides a look at the newest, most exciting, most advanced products on the market.

The 1984 full color catalog features Shimano's entire line of fishing tackle. Tackle that reflects the company's attitude toward a continuing tradition of providing today's fisherman with the most advanced fishing equipment available in the industry.

Along with all the old favorites, this year's catalog features:

The Bantam Magnumlite 2000 GT Casting Reel—the most advanced product in the industry.

The Magnumlite QuickFire GRX Spinning Reel Series—lightweight graphite components coupled with the QuickFire bail trigger and calibrated rear drag.

The Magnumlite ML Graphite Rod Series—18 models to choose from.

The Bantam Mag Plus 15, 150, 350—three new additions to this out-

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If you qualify for our low rate Boat Loan, we'll approve it in just 24 hours.

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13.75% (Annual Percentage Rate with automatic payments, on Boat Loans with repayment terms up to 5 years) or—

14.75% (Annual Percentage Rate with a coupon book or for longer repayment terms.)

For example—if you borrow $5,000 for a 60-month term—

Annual Percentage Rate	13.75%	14.75%
60 Monthly Payments of	$117.29*	$119.93*

*Your monthly payment includes the cost of optional credit life insurance on the life of the borrower up to $30,000. If you choose not to have credit life insurance, payment will be lower.

Now NatWest USA makes it easier than ever to own that new boat you've been dreaming of. To apply for a low rate Boat Loan simply call: **(212) 895-4130, (914) 328-1592 or (516) 420-1122** or stop in at any of our more than 150 offices. Or, if you prefer, simply complete and mail the coupon.

- If you qualify your loan will be approved within 24 hours.
- Longer terms available—up to 84 months—on loans of $5,000 or more at a slightly higher rate.

But do it now, because these low rates will be in effect for a limited time only.

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Please send me the materials I need to apply for a NatWest USA Boat Loan.

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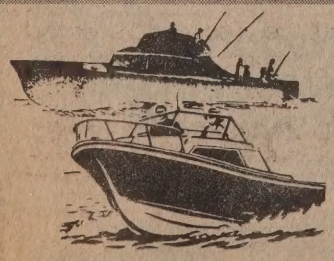

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standing magnetic casting reel series. The Bantam Mag 21 SG—A new member to round out the family of Bantam Mags with Super Gears.

The Triton Mag Mark III and IV—extra high speed retrieve (XHS), magnetic casting reels coupled with Shimano's exclusive Titanium/Ball bearing drag (non-corroding quick heat dissipating drag system for ultra smooth performance). Ideal for big game fish.

The Triton Mark IIIS and IVS—feature Shimano's titanium/ball bearing drag system and extra high speed retrieve.

The Triton 300 and 400#levelwind Tritons with Extra High Speed Retrieve for bottom fishing, deep jigging or light tackle trolling.

The RX QuickFire Spinning Reel Series—QuickFire performance and rear drag convenience in an exciting spinning reel every fisherman can afford.

The BX QuickFire Spinning Reel Series—a new high speed series of economically priced spinning reels featuring the QuickFire casting system and calibrated rear drag.

The Custom Spinning Reel Series—all the strength and speed you'll need for ultra-lite trout through the heaviest saltwater action! C-6000 and C-7000 models feature an additional Double Drag System.

These, and all the old favorites, are featured in Shimano's 32-page, full color catalog with complete descriptions and specifications. For your catalog, write to: Shimano American Corp., 205 Jefferson Rd., Parsippany, NJ 07054.

SEMCO TEAK CARE PRODUCTS

This product is not exactly new, since it has been widely used in the southern states, especially Florida and the Chesapeake Bay area. It is, however, relatively new to the Long Island area retail market. Extensive field testing by professional yacht captains, yacht brokers and boat owners indicate that Semco Teak Sealer is exceptionally long lasting.

Depending on wear and tear, several months use between sealer applications is common, without the need for deep cleaning and heavy scrubbing.

The basic characteristics of the product are as follows:

Cleaner: A very fast acting two-part cleaner with a built-in bleaching agent to leave the teak absolutely clean and a little lighter than its original color.

Sealer: The sealer is a thin, deep penetrating slightly pigmented oil base product that enhances the natural color and grain of the teak and waterproofs it at the same time. The sealer is exceptionally long lasting and will not form an unsightly hard to remove varnish type build-up. The teak will remain non-slip and it is quick drying. Last application in fall will hold through winter for easy spring cleaning.

Cleaner is available as a two quart plastic bottle unit and the sealer in quart or gallon cans.

For more information on this product, contact Long Island's Semco distributor, Nautical Service, 220 Fort Salonga Rd. (Rt. 25A), Northport, NY 11768; (516) 757-7169.

NEW SILSTAR REELS

A new line of Silstar rear-drag reels was introduced to the American marketplace recently by the North American Tackle Corporation. The new Silstar 2600 reels offer the finest features in skirted spool reels from ultralight to saltwater use. The rear-drag control has 12 settings for easy-to-reach, quick, precise settings. All reels feature pop-off, anodized aluminum spool and stainless steel ball bearing for smooth, high speed retrieves. Each reel includes silent anti-reverse and an internal bail trip with manual override. The right/left interchangeable handle folds down for easy storage. Hard chromed, free turning line rollers add to the value of these extremely competitively priced reels.

For further information contact: Silstar, North American Tackle Corp., 2122 Platt Springs Road, West Columbia, SC 29169 or call 1-800-821-7700 Ext. 117 for the dealer nearest you.

NEW SOLID POLYETHYLENE FILLET/CUTTING BOARD

At last an improvement on a classic fishing essential. This fillet/cutting board is manufactured from gleaming white high density solid polyethylene. It will not warp, crack or absorb fish odors. The rectangular board measures 7''x24''x3/4'' thick and is V-ribbed on both sides! The board includes a corrosion resistant steel power clamp which holds fish firmly during cleaning.

For further information on the Harbor Products Fillet/Cutting Board and a free catalog, write Harbor Products, 6311 St. Clair Ave., Cleveland, OH 44103.

MOELLER INTRODUCES POLY-GLYDE® II ROLLERS

Moeller Manufacturing Company's new Poly-Glyde Rollers are guaranteed for the life of your boat trailer under normal use. That's because the company has perfected a new polyurethane compound that resist cuts, abrasions, gasoline, grease, oil, salt, exhaust fumes, acids, alkalies, ozone and ultraviolet rays.

The new Poly-Glyde II Rollers protect the boat hull with shock-absorbing action and a non-marring material. They don't flatspot, and there are no bushings or end caps to freeze up from rust or corrosion.

Poly-Glyde II makes loading your boat a snap because they roll easier than rubber rollers. This reduces strain on your winch, rope and boat.

For additional information, contact Tom Fisher, Moeller Manufacturing Company, P.O. Box 1318, Greenville, MS 38701.

Look at ours. Look at theirs. The difference is obvious.

Copy-cat graphs just can't match the detail and clarity of the new Lowrance X-15A.

See for yourself. The X-15A's advanced micro-processor technology produces a picture that's clear and distinct. Especially compared to the vague outlines on competitive recordings.

The new X-15A's 5-level **discrimination feature** actually examines incoming data and eliminates undesirable signals. The improved 5-level **surface clarity control** all but eliminates annoying surface clutter.

More great features of the X-15A:

- Thousands of range combinations — 0-10′ to 0-1000′*
- 1600 watts of peak-to-peak power (200 watts RMS)
- One-inch resolution
- Interchangeable transducers for different beam angles
- An "event-marker" for later reference
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- One-year FULL warranty
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The new Lowrance X-15A. This is the computer sonar you've had in mind as the last word in sportfishing sonar.

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12000 E. Skelly Dr., Tulsa, Okla. 74128

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*Maximum depth capability will vary greatly depending on the water and bottom conditions, type of transducer and quality of transducer installation.

Check local TV listings for Challenge Match Fishing, sponsored by Lowrance.

COOPERATIVE BLUEFISH DATA PROJECT TO EXPAND IN 1984

by William A. Muller

Background: As the Mid-Atlantic bluefish management plan began to take on its final form in 1983, the Mid-Atlantic Council and the National Marine Fisheries Service became more concerned about methods to gain catch and effort data in order to monitor the bluefish stocks. The plan itself does call for logs from specific quarters, but those data leave big holes in the quantity and quality of inshore bluefishing. The Fisherman and the National Marine Fisheries Service (NMFS) agreed in 1983 to intitiate a voluntary recreational-based data gathering process.

With suggestions and guidance from NMFS a trial project was initiated on Long Island with five cooperating surf clubs. Cooperation from the clubs was good, the amount and quality of the data was excellent, and the National Marine Fisheries Service was delighted with the results of the experiment. They, in turn, provided clubs with valuable data about the fishery and are now prepared to give back to participating clubs this data on a monthly basis. With a larger coastal effort, these monthly reports could show the pattern and speed of coastal migration, where the big ones are in a given time period, and show how catches in one state change from month to month and also state to state patterns. We won't belabor the point, but one can easily see how tremendous amounts of valuable information, both personal and for clubs, can be gleaned from these NMFS's reports. The excitement at NMFS is high and the project was given a national write-up in a recent NMFS news letter.

This Year: The National Marine Fisheries Service would like to expand this cooperative project to other states in 1984. There are certain conditions. These are: **1.** only clubs are invited; **2.** clubs must engage in surf fishing; and **3.** clubs must have a contact and liaison person to interact with NMFS (it's no big amount of work).

Some of you may wonder why only surf clubs. The project began in 1983 with five surf clubs on Long Island. Surf clubs were used because their methods of fishing are less efficient, they have less mobility, and any decline in the fishery will likely be noticed first among surf fishermen. Finally, there is very meager data about surf fishing catch and effort.

Big blues have created plenty of excitement for surfmen in recent years.

This project is expanding in a stepwise fashion. In the near future we hope to add boat clubs who have an interest, but to add them now would delay the ability of NMFS to provide return reports since the computer programming was geared to the surf. All of you in boat clubs, we'll probably be knocking on your door in 1985.

Enthusiasm in even the 1983 pilot project was very high and widespread. We received inquiries from as far away as Florida and California. But we have to plan our growth slowly. This NMFS-Fisherman data gathering project is turning out to be the "IN" thing to do.

What will participating clubs receive for their efforts?

1. Monthly reports from NMFS similar to the ones shown in this story.

2. Figures in the report will be in color for easy reference.

3. Covering documents explaining the report and how to use it most effectively.

4. Satisfaction of helping to gather much needed data for effective bluefish management.

5. Access to NMFS—recreational branch—for information and assist-

—SAMPLE CLUB TALLY—

HIGH HILL STRIPER CLUB	OCTOBER 1983				BLUEFISH
NUMBER OF TRIPS	WEIGHT CATEGORIES 0-4 lbs.	5-9 lbs.	10-14 lbs.	15-19 lbs.	20 lbs. +
42	50	12	44	19	2

ance.

Surf fishing clubs are invited to participate. The range of the invitation parallels the distribution and readership of The Fisherman publications. That effectively means Del-MarVa to New Hampshire. If your club is interested, call The Fisherman office that provides customer service for you.

IN NEW JERSEY (covers New Jersey south): 201-840-8600. Ask for Pete Barrett.

IN NEW YORK (Greater N.Y. Metropolitan Area): 516-725-4200. Ask for Fred Golofaro.

IN NEW ENGLAND (New England states): 203-572-0564. Ask for Tim Coleman.

There is **very little work** for you and your club members to do in conjunction with this project. If your club is accepted as a participant, the club's contact person will receive copies of two types of **very brief** and **very simple** forms. One form is for the individual angler. He or she simply marks the number of trips and the number of blues caught (in five size categories) on the form. At the end of the month these are mailed to, or given to, the club's contact person. That person simply adds the totals of the individual forms and sends one summary form indicating the number of fishing trips and the number of blues caught to NMFS. I've done it for a year now and it takes less than ten minutes from paper shuffling to envelope stamping.

We send no names of people or fishing locations. We only send one piece of paper per club per month that looks like this:

Easy, fast, convenient, and an immense contribution to both recreational fishing and coastal fishery management. No names of people and no one cares what you do with the fish.

Once a club is accepted for participation, NMFS will mail forms and monthly feed-back figures directly to your club contact person. The contact person, in turn, will mail the simple club form to Mr. Stuart Wilk at NMFS by the 15th of the following month.

Incidentally, Mr. Wilk has told us that he will travel to any club and discuss the process and its advantages and significance. He will also answer any questions. Thus, if your club is toying with the idea, but lacks a unanimous opinion, let us know and we'll arrange for Mr. Wilk to come and speak to your surf club.

This project is getting rave reviews and is getting bigger, faster than anyone expected. Why not be part of it now rather than later when you'll wish you had called today. The more legitimate clubs, the better the data and the bigger this thing will become.

You can become a participant any time this year, but the sooner your club joins in, the sooner your club will share in both the prestige and the benefits. Oh yes, one more thing—IT'S FREE.

There's a certain breed of fisherman who won't use anything but the best fishing line.

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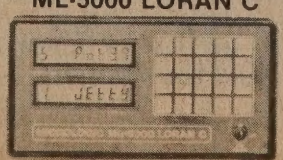

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ANNUAL SHARK TOURNAMENT

BOAT NAME _____

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ENCLOSED FIND MY ENTRANCE FEE OF $200.00 FOR YOUR TOURNAMENT.

☐ I WILL NEED A SLIP
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FOR (DATES) _____

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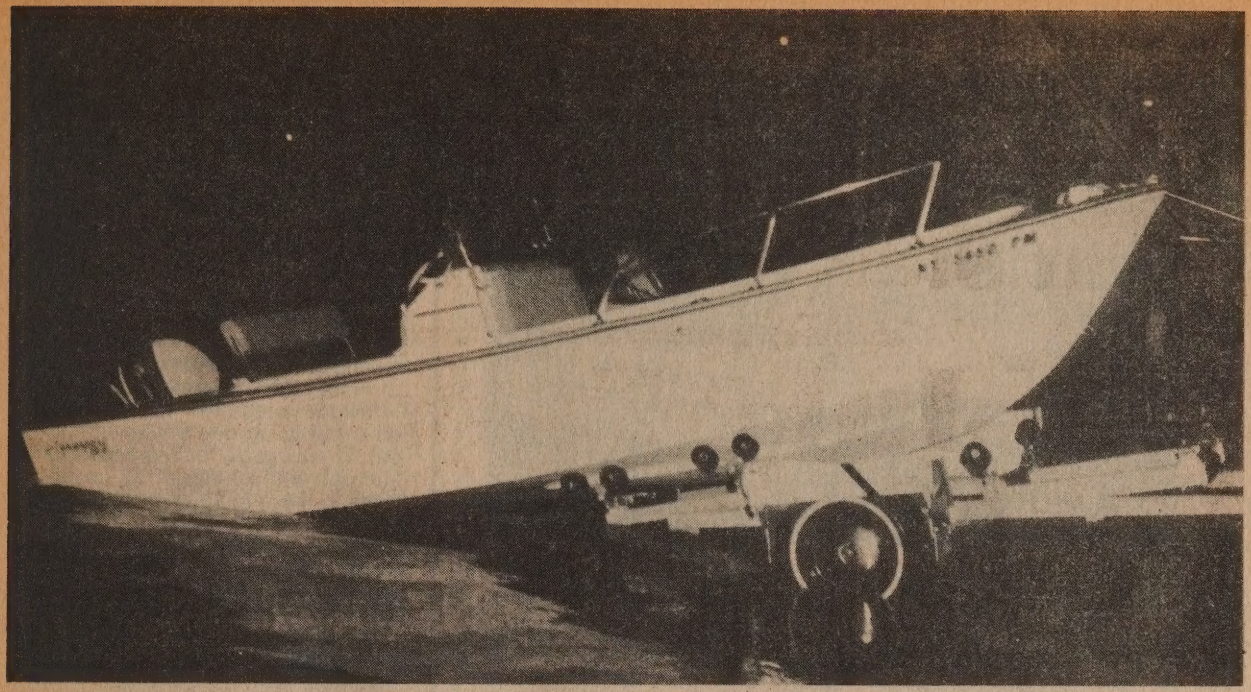
AND BEAM OF _____



SOME THOUGHTS ON TRAILERING

by John Schauer

I currently own an ungalvanized steel trailer that is now 13-years-old. When I bought the trailer it was unassembled which saved me approximately $40. It also enabled me to paint the trailer with the paint I wanted to use. At that time you could still buy paint with lead in it, and I bought an epoxy red lead paint used to coat construction steel. Well, after 13 years of continuous use and an awful lot of dunkings later, the trailer is still in excellent shape. Also, I've only painted the trailer three times in that amount of time. The other benefit of buying the trailer unassembled is that you can assemble the trailer while the paint is wet, which will seal areas from water after the sections are bolted up. Don't get me wrong; I'm not recommending a plain steel trailer. What I am saying is that with some minimum preventive maintenance any trailer can be kept in good shape.

If I had to buy a new trailer today, I would get either a galvanized steel or aluminum model, depending on which your pocket book would allow. In most cases, aluminum trailers are a little more expensive than the galvanized steel trailers, but both are good. The final choice is up to you. Of course, the type of boat you own will have to be considered. You can get a conventional trailer, those with a flat frame; these can be used for most flat-bottom and cathedral hulls. By using roller pads or carpeted bunks, a lot of different hull designs can be accommodated. If you own a deep or semi-vee, you should get a vee-shaped trailer which will provide better support. Multi-roller trailers such as the EZ Load or the aluminum Float-On type are both good.

I think one of the best things a person can do when thinking of buying a trailer rig, is to frequent a local launching ramp. This way he can watch actual conditions and ask some questions. A lot can be learned in just one afternoon at a ramp. Another important thing to do is to check the depth at the ends of the ramps that you will use. Don't take that long trip and be disappointed when you get there. Some deep-vees draw a lot of water and will tilt bow-up when they are being launched. If there isn't enough water, the bottom of the hull will hit, possibly causing considerable damage.

If you are going to trailer your boat with a compact or small foreign car, I most certainly would get an aluminum trailer. Aluminum trailers weigh almost 30 percent less than comparable steel trailers. This weight factor will add to the life of the tow car considerably.

In selecting a trailer, make sure you get one with excess carrying capacity. If your boat weighs 1000 lbs. don't get a trailer that is rated for 1100. A full tank of gas adds approximately seven to eight pounds a gallon. The full gas tank plus all the other sundry items such as tackle, anchor, line, etc., can add several hundred more pounds to the total weight of the boat.

Another thing to consider depending on your boat's size and weight, is a tandem axle trailer. Today, with the average boat getting larger and heavier, a tandem axle trailer is something to seriously consider. When you are hauling a large boat, it is comforting to know that if you have a blow-out, or wheel bearing failure, that the other axle will pick up the slack. On the other hand, you will have to learn to take corners slower with a tandem because there is tremendous stress on the wheels during turns, and the tires get scuffed up very easily. I have seen two cases where the wheel actually twisted off the hubs, because drivers took the turns much too fast. In both cases, a little better maintenance probably would have helped. Also, wheels can get weak if they are neglected.

When you pick up your trailer make

(Continued on next page.)

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sure you have the correct hitch size with the proper weight capacity. Don't try to substitute a 1-7/8 inch ball for a 2 inch, and vice versa; it won't work. Also make sure the safety chains are properly attached and contain snap clips. One other very important item to concern yourself with is a spare tire. You would be surprised at how many people trailer their boats without a spare. Whether you make the spare tire part of the overall price of the trailer package, or have to buy it separately, don't leave home without it. A few years ago, a couple of friends and myself trailered to Hull, Mass. I'm glad we had the foresight to take two spares, because on the way up one of the tires blew out. It was good feeling knowing we still had another spare. As usual, we were in the middle of nowhere when the tire blew.

Lights are a critical part of any trailer. When I bought my trailer, I didn't even bother to mount the taillights on the brackets. I've seen too many lights that didn't work because of saltwater intrusion. Instead, I mounted them on a 2x2 and made a light bar out of them. Now they get wet only when it rains.

You should also check the wheel bearings on a new trailer. How many times have you heard the story of the guy who bought a new car, drove it out of the showroom and had the engine seize because there wasn't any oil in the crankcase. Well, the same thing can happen with wheel bearings. Pull the wheels off and check the bearings, make sure there is plenty of grease in the bearings and the hubs. If you elect to pull off the hubs, be very careful not to damage the inner grease seals. Once the rubber on these seals is damaged, they should be replaced. If they aren't replaced, water will seep in and damage the bearings and races. After you've checked the bearings, replace the nut and cotter pin. Now, go down to the trailer store and buy a set of bearing buddies; these little gems are almost never standard equipment. If you think of it beforehand, you could haggle for them during the deal and get the trailer salesman to include a set. Now, if you didn't get them with the trailer, they are a definite plus to your rig. Install them as per instruction. Once they are mounted on the wheels, add a little more grease to the hub, but be careful not to overfill or you will blow out the inner grease seals.

Next to get attention are the rollers. The first thing you want to do is get rid of the flimsy cap nuts that fit on the ends of the roller shaft. As far as I'm concerned these items aren't worth the metal they are stamped from. They will eventually rust and fall off due to vibration or any other number of reasons. If they come off whie launching or retrieving your boat, the brackets that hold the rollers can do plenty of damage to the bottom of that new hull. All you have to do is remove the caps, and drill a hole in

the end of the shaft. After the hole is drilled, put a good sized washer on the shaft and insert a stainless steel cotter pin in the hole. The washer will prevent any damage to the roller bracket when the cotter pin and roller spin. If by chance you do not have enough room to drill the ends of the shaft, you can buy the appropriate sized round stock in a hardware store and cut it to size. You can also buy the shafts already made up at various trailer outlets. Remember to grease everything well, before you re-assemble the roller. A little grease goes a long way, and the boat will come off the trailer much easier.

Now set up all your keel rollers. You can use a line to get all the rollers straight. Attach the line to the front and rear rollers and raise or lower the rest until they are all in line. After this is done you can load the boat on the trailer. Try and situate the boat so that the transom is just past the rear roller (3 to 5 inches). Now you can adjust the carpeted or roller bunks. Adjust them so there is about 1/4 to 3/8 inches between them and the hull. Now is also the time to make any last minute changes to the keel rollers.

Once the boat is situated on the trailer you should make sure the winch and winch stand are located correctly. Make sure the winch pulls the boat onto the trailer in a straight line. If the winch is too high, you will lift the boat up as you retrieve it. If the winch is too low, you will create lots of excess strain on the line, boat and rollers.

Now you are almost ready to shove off. If you are not sure how your rig will handle, find a shopping center early some Sunday morning and practice. An hour spent backing up and turning around and you'll be ready to go.

You should always carry a few important items aside from a spare tire in case of trouble. Some of the other items include a large screw-driver, a hammer, water pump pliers, spare cotter pins, spare lug nuts, a jack or two (I have found the small hydraulic jack the best), a socket set with sockets that match the lug nuts, a breaker bar, some heavy wood blocks to support the jack, at least two chocks to hold the car in position on the ramp, spray lubricant, a grease gun full of wheel bearing grease, some road flares and most important of all—a complete set of wheel bearings including some extra inner grease seals. You can even go a step further, and load up the bearings with grease. Carry them in a plastic bag. This way they will be ready to go when you need them. Now you are going to say how in the heck am I going to carry all this stuff. Well, I carry it all, and I have a small Toyota station wagon. Those large plastic milk boxes are ideal for storing these items.

If you are going to take an extended trip, you should invest in a pair of large trailer mirrors for the car. It's a good idea to use them all of the time, but most of us are in too much of a hurry to get the bottom of the boat wet. Seriously, they are worth the investment, and will give you a definite edge on those long hauls.

After you become more familiar with your rig and all the ramps you will use, you are going to find out that some ramps are more difficult than others. A few of the eastern Long Island ramps were built with a very shallow pitch. If you want to launch at one of these ramps and the tide is out, you're in trouble. One possible way to solve this problem is with a front hitch. If you own a small tin boat you could lift it off the trailer, but if your boat is 20 or 22 feet, the front hitch may be the ticket. Most likely you will still get the front wheels and brake linings wet, but these can be washed off. The big thing is you will still have traction on the rear wheels. The best thing about a front hitch is you will be able to see everything that is going on. Also, you will be able to launch in tight places you wouldn't be able to with just a rear hitch.

A little forethought and a good schedule of preventive maintenance can go a long way towards trouble-free trailering. It can also ensure that you spend a day on the fishing grounds as opposed to spending it on the side of the road alongside a crippled trailer.

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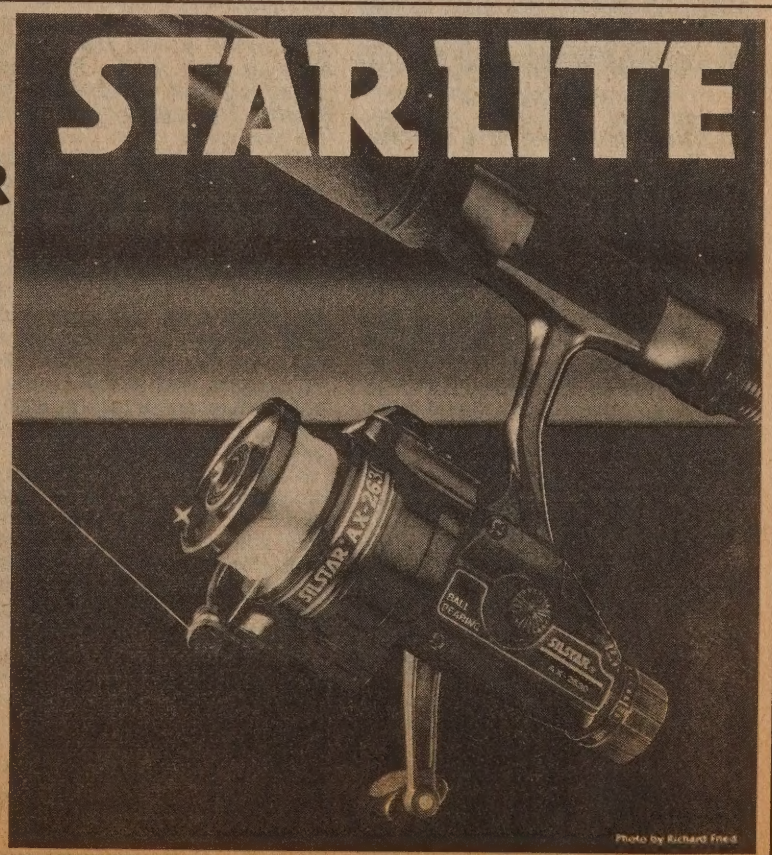

GIVING IT THAT ONE LAST SHOT

by Matt Ahern

How many times has that well worn phrase been the difference between a fish dinner and a skunking.

Let me ask you something. How often have you gone fishing, put in your time, and returned with little or nothing in the bucket? Plenty of times—right? Now, let me ask this: How often have you revisited that same area a week or so later and been told: "You left too early, feller. The fish started biting right after you packed up." Don't even bother to answer that. I know just how you felt at the time because it's happened to me more times than I care to remember.

I'll tell you now that in the beginning of my fishing career, this sad state of affairs used to be common. It still happens occasionally, but when it does it is usually due to circumstances beyond my immediate control. Since those catch-as-catch-can days, I have learned to take that one last shot, the one shot that salvaged the day.

It isn't easy, I'll tell you that. I can remember putting in tough, disappointing days, thoroughly discouraged, tired, sunburned to a fare-the-well, and one step from giving my tackle the deep six. But then I made that one effort, the one that spelled the difference between success and failure.

Before we get carried away with this, let me say that no amount of "last shots" will produce fish if they aren't available. But the fact remains that nine out of ten times we fishermen do give up too soon. We've all been guilty of this cardinal sin, which is simply the lack of patience and self-confidence. And this isn't just something beginners fall heir to. There's many an experienced fisherman and many an old-timer who will tell you it is a continuous uphill battle to stick it out to make that last cast—to take that one last shot.

Of course, if you are party boat fishing there isn't much you can do about giving that extra bit of effort that often means so much. But then, when you are aboard party boats, you are almost certain of getting some kind of action.

But what about those times when you or a few buddies are going it on your own? When the day is nice and the weatherman cooperates (which is usually the time when the fish decide to give you a hard time), there is no reason in the world why you should not stick it out as long as possible. Sure, it's discouraging to dunk bait hours on end with little or no action. But we fellows took up the sport of fishing on our own, no one twisted our arms, so we might as well learn (and expect) to take the good with the bad.

Let me give you an example of what I mean. I'm sure, though, that when you've finished reading you'll say I'm a fine one to preach.

Well, anyway—several years ago Artie Leidecker and I, along with two buddies, decided to take Artie's "Echo" and look up some codfish. You fellows who have been reading these articles and stories over the years know I consider Artie the best codfisherman around these parts. Lord knows I've seen my share of good codfishermen, but I still insist Artie is the best. Perhaps I'm prejudiced. Fish with one guy for over 60 years and I guess it isn't difficult to feel that way.

Artie is like no one else I know. For instance: when you go out with Artie, you have little to say in the matter of where you fish, or what you'll fish for—except during codfishing time, for he would rather catch cod than any other fish. In fact, it is during this time when he almost becomes human, even going so far as to smile a little and act sociable. Gone is the grumpiness and many of the traits which cause me to pull my hair out in exasperation. How I've stood all this these long years is beyond me.

During winter, of course, as I say, it's codfishing, but exactly where on God's wide ocean Artie intends to fish, you won't know until you get there. You can guess and surmise all you wish, and just when you think you have it, he's likely to drop over a piece of bottom he hasn't fished in years. Such is my fishing buddy, Artie Leidecker. Best man at my wedding, godfather to my children, and a trial and tribulation.

But anyway...to continue.

This day I have in mind was a pretty day, bright and not really cold for a mid-December morning. It was comfortable enough when sheltered from the wind, which was northwest with the slightest hint of muscle behind it. It was one of those winter days that could go to the bad as well as the good. A typical winter codfishing day in the New York Bight.

Al Dunn and I sat in the stern shucking skimmer, slicing bait and chewing the fat. Rotund Charley Hall checked over a bag of skimmer, putting aside for chum those which were cracked. Artie held the wheel, his pipe going full blast, sharp eyes sharing glances between the compass and the horizon, all the while easing the Echo a touch here and a mite there as we traveled in a southerly direction.

Al leaned over and asked: "Where we fishin'?"

I shrugged and looked astern, lining up the Jones Inlet Bell Buoy with the direction we were headed. "Looks like East of Cholera to me; maybe even the Southeast Grounds—but don't count on it."

But East of Cholera it was. Artie selected one of his fish-producing spots and upon signal, I dropped the anchor. With that exquisite hope and thrill familiar to all fishermen, I baited up and sent my rig through 90 feet of water.

We waited for action. And we waited. And we waited. And we waited some more. Not so much as a bergall bite. Not even a dogfish. One hour passed in this manner.

I batted over some skimmer, then went back to join the others in the stern. We stood like statues for two more hours. Finally, Artie strode to the bow, checked the anchor, and put it on the inside port bow, which had the effect of swinging us off the original spot. He might just as well have left the anchor alone for all the good it did.

I guess another hour passed in glum silence and then Artie put his rod aside and balefully surveyed all hands. "Okay," he said, "which one of you characters will be the first to tell me to move the boat? How about you, Al? No? How about you, Matt? Lord knows you've been itching for the last two hours."

"Who, me?" I answered. "Never had the thought. Don't put me in the middle. You know I don't make

suggestions on your boat—not much, anyway. But maybe if you get farther offshore and drift, we..."

Well, the upshot was that we remained in that spot until nearly three o'clock. And not one of us had gotten so much as a bergall, dogfish, conger eel, ling, or whiting to liven the time.

I had long since given up and gone below and tucked away an hour or two of much needed sleep. I came up on deck and found Al and Charley nodding in the stern, trying to stay awake with reminiscences of better fishing days. Artie still continued to fish.

"Well, well, well," I greeted with ponderous sarcasm. "Time to leave if we want a little daylight left when we get in. Time for all the little die-hards to give up."

"Always the smart aleck," Artie said. "But I suppose you're right. Give me one more shot and we'll pack it in."

With that he reeled in, put on fresh bait, lowered the rig—and came up with a cod. Not big; about five pounds. Down went the rig again. Up came another cod, slightly larger. By this time the rest of us were full of pep, vim, and vigor. Gone were the doldrums and boredom of inactivity. We ended our fishing in twilight with nine cod—the largest about 15 pounds.

So much for the importance of one last shot when codfishing.

But this rule of thumb applies also to whatever kind of fishing you might be doing. Because of this and because I'm continuously bubbling over with fishing stories that apply, I'll relate one more and call it a day.

This one instead of taking place on the open sea, takes place inland—Shinnecock Canal to be exact.

As you remember, several years ago (about ten) the weakfish came back in record numbers after a much too long absence. One of the first places to connect was in the Canal. But because of the multitudes of anglers who try for weakfish when they hit in here, all my weakfishing is done at night. And once again, I forgot that cardinal rule and wanted to quit without giving the fish time to prove themselves.

At the time I had been keeping an eye peeled for signs of weakfish. It was toward the end of April, which is a little early for weakfish as a rule, but as the netters had been getting them, I thought the time might be on hand. It was worth the gamble (anything is worth the gamble when it comes to weakfish). So, on this particular evening I talked my son Steve into going along—not at all difficult, believe me. As I had it planned, we would begin fishing around nine o'clock. Because there was school the next day, I promised my wife I'd have Steve home in plenty of time for a decent night's sleep. I made that promise easily enough because I didn't think much of our chances of connecting that early in the season. But being fishermen...

Well, we set up shop about 150 feet south of the locks and began casting lures, with Steve using a white Bill Upperman bucktail, while I put my faith in a plain, unadorned silver-headed jig, tipped with a short flag of squid.

We cast and cast and cast until arm-weary. We tried everything in the book (and probably some not in the book) with not one weakfish or any sign of one. Only one other human was on the scene, a fine fisherman I had often fished with, and he was trying his luck from the other side of the Canal. As with us, he hadn't connected, either. We called across our discouraging news and as it was close to eleven o'clock, we told him we were going to quit. He agreed that he wouldn't be far behind us, but first he was going to stick it out for a few additional minutes.

Steve had already dismantled his gear and was stowing it in the car when he let out a cry. "Hey, look! Freddy's got one!"

Sure enough. There was Freddy standing in the gloom fighting a good-sized weak with a bowed rod. Well, I'll tell you, in seconds Steve and I were casting those lures again. And then it started. One fish after another. Every cast resulted in a smashing strike. When a fish was missed, it mattered not, for there was another ready to take its place. There were so many weakfish in the Canal that night that when the net was lowered to scoop in a victim, a half-dozen or more were milling around the net watching the activity. (It was the best nighttime weakfishing I ever had, and I've had my share of them.)

We ceased putting fish in the buckets after awhile and began to release the rest for the next several hours. I even took time out to experiment, jigging good sized weaks on bare hooks. True! I kid you not. We brought home 23 weakfish from three to six pounds. Gutted, their combined weight exceeded 67 lbs. We filled the freezer that night!

When we arrived home, I caught you-know-what, and Steve probably fell asleep in school the next day. But that was nothing. He didn't even attend class the following day, for that night we returned to the Canal—loaded for bear! And would you believe it, we didn't get a bite. We fished past the stage of weariness. At 3AM, we quit. All our preparations had availed us naught.

As I mentioned earlier, if the fish aren't there no amount of patience and determination will help. But it is only foolish fishermen who give up at the first sign of discouragement.

Now, I'm not saying that you should keep your kid from school, but I am saying that when you get out there you should stick with it. More times than not, those fish are down there waiting for the precise moment to begin feeding.

It's up to you to give it that one last shot.

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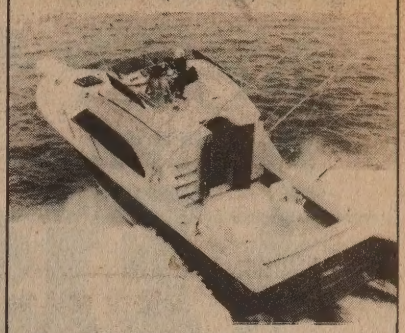

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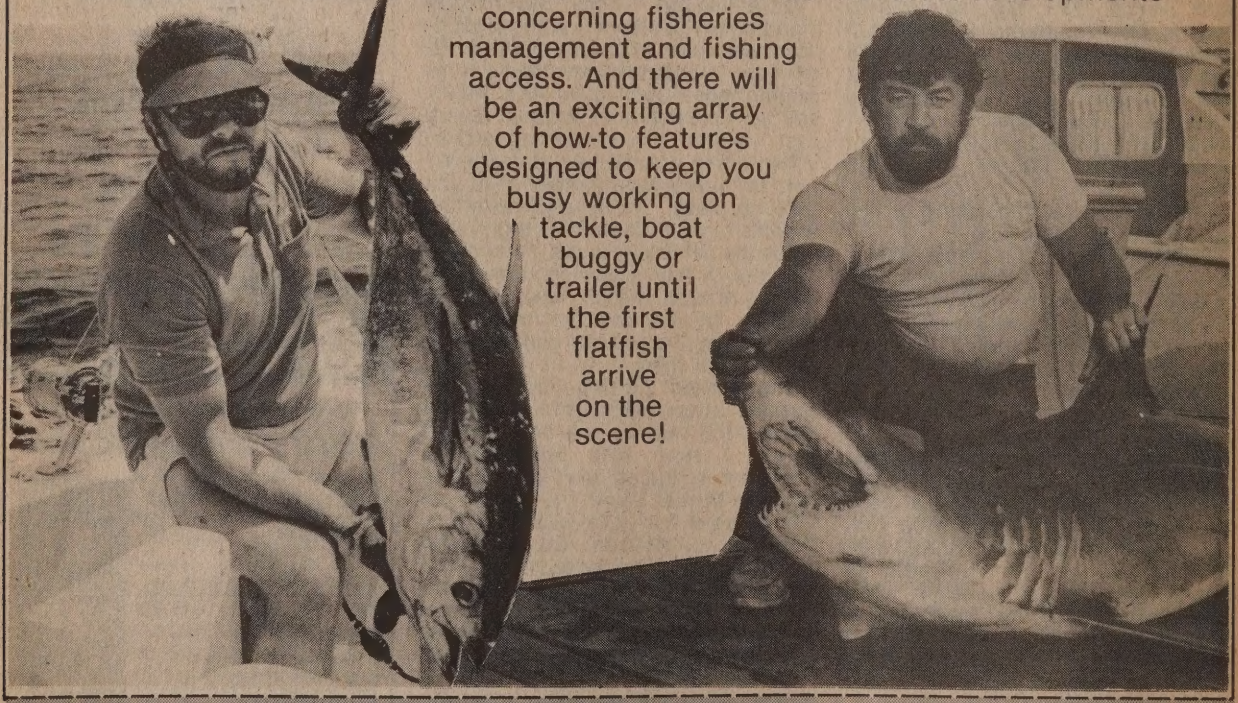

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GETTING YOUR BOAT IN SHAPE FOR 1984

by Doug Johnson

This article is written to enable you to enjoy yourself, your boat and your motor for its 1984 season. I know that all of us would like to have our engines gone over with a fine tooth comb by a mechanic, but the expense is prohibitive. Still, if we follow some guidelines and devote a couple days of our time to detail, then that first trip for mackerel won't result in a call on channel 9 or channel 16 (VHF) for a tow due to a disabled engine.

That giant egg-beater that sits on the back of your boat was designed to be a well-oiled machine. It was also designed to give you many hours of trouble-free operation if you practice preventive maintenance. The tips I am giving you will not guarantee a trouble-free summer, no one can do that! But I know that it will keep you out of the repair shop a bit longer. My Mercury, which is a 1978 140 hp has only had two service calls. The secret? Proper Maintenance done by myself.

To begin with, let's start with the bottom of the engine and work our way up:

Propeller. Remove the propeller and make certain you jot down in what order the hub, pin and thrust washers come off. If the propeller looks like you have tried to mix cinder blocks with it, take it to a dealer and have it reconditioned. The cost is minimal, but the results are amazing. Not only will you get better performance in both gas consumption and hull speed, but your lower unit will appreciate your. A badly damaged propeller puts excessive vibration on the gear box and can cause it to fatigue quite rapidly. It's like driving all summer on a flat tire! Just imagine what your rims would look like. Also ask the dealer to check the hub. If the splines inside are worn, then it is time for a new propeller.

If the propeller is really not damaged but has a few rough edges, then file its edges smooth and be glad that last year was not your year for sand bars.

Before you put the propeller back on, you must lubricate the shaft. Use the high quality lube sold by the dealer because it is one of the best investments you can make.

Lower Unit. This is where the gear box and your water pump lie. The gear box is completely surrounded by a very thick and high quality lubricant called lower unit oil. This viscous oil bathes the gears and carriers and its function is to lubricate the power train. The most important item to check for is for water in the oil. The culprit can enter your gear box by three avenues: either the vent plug or the drain plug; through the shaft seal that extends out to your propeller; through a cracked housing. If the water is coming through by either of the last two, you must see a mechanic to have it repaired. If it appears that your vent or drain plug is the culprit, the majority of times it is caused by someone forgetting to put the small seals around the seats of the plugs. How can you tell if you have water in your lower unit? Simply remove the top plug (vent plug) and open the drain plug (lower plug) and examine

(Continued on next page.)

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the drippings in a pan. If you notice some milky discoloration, then water has entered. If it is only slight, I would simply drain all the lube and refill. If it is excessive, you have a serious problem that demands attention by a professional.

To refill the lower unit, simply fill from the bottom up. Stick the lower unit lube in the drain plug hole and fill until you have a steady stream of it coming out of the vent plug. Don't stop on the first sight of the lube coming out of the top. You have to make certain that you have removed all the air pockets out of the gear case. When you are certain that it is filled put the plugs in quickly but make certain that you have removed the old circular seals and have installed new ones. They are usually little white rings that sit in the seat of the plug head. If you fail to put these rings in, expect some leakage during the season. These items are so cheap that no one should even consider not replacing them every time they open the plugs. If you have any questions concerning this procedure, I'm sure the dealer where you bought both the oil and seal rings will be glad to explain the proper steps.

Upper Casing. Here lies the area that gives the most problems to boaters. Here also lies the area that causes a lot of temptation to would-be mechanics who think that they just might know how to fix it! When it comes time for balancing my engines three carbs or resetting the timing I call a service man (as noted previously these were the two instances of a service call). Modern engines have complicated power paks that must be set perfectly in balance with the rest of the engine. But still, there is some things that I can do to keep my problems down to a minimum. The first is cleanliness. I am an addicted CRC fanatic. Before every trip and upon my return, I remove my engine cover (a 10 second job) and **lightly** spray my upper casing. I pay particular attention to all wiring and distributor areas. Then I lightly spray the rest of the engine. For a season from April 1 to December 1, I shell out for approximately three cans of this stuff for a total cost of $9. Not only will your engine love you for it, but so will your mechanic when he doesnt' have to use penetrating oil to loosen every nut and bolt on your engine. Besides your engine will look Factory fresh and you will feel confident that your engine is being well treated.

The next item of importance is your plugs. Since my engine is a six cylinder, I shell out once a year for six fresh plugs. But I usually wait until after I crank up my engine and blow out the winter grime and gunk that has formed in it. Also, since my engine is winterized, the fogging oil that is put in the carbs and works it way through the cylinders, must be burnt off before I insert my new plugs.

Since I don't recommend anyone to tinker with either the idle set or the

mixture set on their carbs, it still doesn't stop me from keeping them to work in proper order. This means having good clean gasoline going to them. For those of you who sport portable tanks on your boat, you job is simple. Drain off last year's 1/4 tank you had left over and refill with a proper octane rating along with the proper oil. I know this will sound cumbersome but I would not fill any portable tank unless it was through a #100 mesh funnel. No matter how much the station boasts of its pump filters, you can still pick up small particles from the transfer of fuel. Just how much damage can these particles do? Just ask an outboard mechanic to show damaged needle valves, seats, floats, and reed valves. For those of us with built-in tanks, if we didn't top the tank prior to storage and add an inhibitor, expect some real strange behavior on your first trip this spring. Water and corrosive chemicals may precipate in your fuel and really cause some problems. If you didn't top off, then my recommendation is to drain the gas or if that is impractical or not feasible, then add dry gas and restrict your first trip for winter flounder in the bay. Don't go chasing mackerel 20 to 30 miles offshore with contaminated fuel. It is just plain stupid and dangerous to yourself and your companions. The addition of dry gas may be just all you need to combat moisture; but if it isn't, then install one of those new water-separation filters that permanently mount on your boat. In fact, even if you did top off your tanks last fall, I would still recommend the purchase and installation of this unit. It will save you considerable headaches and assure you the comfort of knowing that your engine is being supplied clean fuel.

Battery. The most neglected item. If you pulled your battery in the fall, gave the casing a good bath, stored it on a wooden board off the concrete floor, and kept it charged all winter, then all you have to do is to clean the terminals and connectors and away you go. But if you left it sitting out or in the battery case on your boat all winter I would do the following:

a. Pull the battery off the boat.

b. Get a hydrometer and read each cell to ascertain if the battery has hope left in it or if it is a terminal case.

c. If your readings on your hydrometer are okay, clean the casing with a mild baking soda/water solution (make sure you don't get any in the cells) and clean the terminals with a wire brush.

d. Put your battery on charge but don't "cook it."

After we have completed these steps, my recommendation is to clean as many terminal and connections as you can possibly do. That green dull finish on your brass contact points really give your electrical system a struggle.

Grease Gun. If you plan to finish off your job, the job is not really completed until you have greased every fitting on your engine, steering system and power trim units. DO NOT USE AUTOMOTIVE GREASE!! Buy the type sold by your motor manufacturer. It is made to give great performance and it is not easily washed out by saltwater. Trace the linkage on your engine throttle and gear shift system. As you push your control levers forward, remove the engine cover and watch every place that you see movement. Oil with a high quality lubricant or place a small amount of grease on it. Usually the locations that you shared grease will have some left on it that was placed there by the manufacturer or by the dealer when he installed or repaired the engine. The procedure will give you that "silky" feeling when you shift gears or increase speed.

Though this is not toally comprehensive, it does reflect my experience of having five outboards in size from my first 7½ hp up to my present 140 hp. If your engine requires anything more than what I have explained, please see a dealer. The Fishermen is packed with advertisements that give service locations. Unless I'm 10 miles offshore and see a dark funnel cloud coming out of the southwest, I don't try to repair my own engine unless it won't start. But that still does not prevent me from doing basic maintenance that has given me many hours of trouble-free boating.

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NOCTURNAL SURF PLUGS

Part One—*by Carl Buxbaum*

The author, an avid plug man, is a veteran of many forays into the nighttime surf.

Fishing lures are designed to catch fishermen more than they are to catch fish. Bet you heard that one before. It's probably true. The array of plugs today's surfcaster finds in tackle shops and catalogs is mind-boggling. Shapes, sizes, colors, weights, types, actions, noisemakers—does it make any difference to the fish? Unfortunately, it often does. The fisherman must learn to make good choices rather than buy every plug or rely on luck alone.

There are basically three approaches to selecting plugs for a working collection. They can be called the confidence game, the random variety game, and the thoughtful use of conditional probability. Each has something to be said for it. The confidence game is highly recommended by some successful and famous anglers. It involves using a small selection of plugs which have put fish on the beach for you and are reputed to be productive in the area you generally fish. It is said that the history of these plugs gives the fisherman confidence. Therefore, he works them a great deal and becomes expert in their best use. Retrieving plugs with the experienced fine nuances that enhance their action increases the chances of nailing fish.

Fishing was very slow one night under the Light at Montauk. Moving into the last hour of the tide, there was not a sign of fish or bait. Some discouraged casters were standing around talking. Along with most of the others, I had been through every plug in my bag. The fellow to my right had come onto the rocks three hours before with a yellow darter at the end of his leader and stuck with it. Suddenly, he was into a fish. I gaffed a striper of about 30 pounds for him. As I handed it over, he said, "Ya gotta believe. Stick with the yellow darter." No doubt he believed, and this incident confirmed his confidence. But if we all played the confidence game, who would have discovered the very effective Needlefish plug? How many other fish might have been taken that night, if a plug other than one of the Montauk favorites had been tried?

At the other extreme is the random variety game. This method appeals to anglers who are too impatient to stay with a plug long enough to give it a chance, those who buy any plug they find attractive or in the clearance box at a tackle shop, or to those who suffer both problems simultaneously. I confess to being guilty on both counts, every so often—even though I know it is a mistake to thoughtlessly try different plugs in the hope that something will happen. Yet, I did discover one of my most productive lures, at least partly, in this manner. Some years ago I was hooked by Nils Master's five inch Invincibles. They were beautifully finished, handmade of balsa wood, different looking, floating swimmers from Finland. To top things off, the special sale price was about half that of their Finnish cousins, the Rapalas. Unable to resist, I bought one each of the three colors on sale. They went unused for a couple of seasons—partly because I stuck with my trusty RedFins and Rebels, but mainly because they seemed too finely crafted to toss into the sea. But fishing the inlet at West End 2 one night, I was confronted by a 15 mph southwest wind and breaking waves. It was impossible to wade in very far, and my favorite 5½ inch swimmers just could not be cast into that wind. Remembering that the Nils Masters weighed about an ounce, I thought they might cast further. Because the mullet run was on, I tried

Studying a beach during the daylight hours will provide clues that can lead to success after dark, when some of the best plugging action takes place.

the blue one. About halfway through the retrieve I set the hooks on a striper of eight or nine pounds. In a short time five more were on the beach. I was confused. Those fish must have been in the vicinity all along. They were hitting well into the retrieve, the extra few feet of casting range could not have made the difference. The next day I went to the same spot just before sunset hoping to see how this plug behaved under the light of day. Besides being a half inch shorter, there were two notable differences between it and the other swimmers I had been using. It had less action. That is, it wiggled in a tighter pattern, and it seemed to dig down deep as soon as the slack was out of the line. I went through all my similarly sized plugs that night and especially worked anything blue in the plug bag. The score was three bass for the Nils Master and zero for the others. During some subsequent sessions that trusty plug failed to do as well as some others. I came to realize that it was not a magic lure but rather was uniquely well suited for the conditions faced those two nights. I quickly abandoned any temporary commitment to the random variety game and began to think in terms of conditional probability.

This method assumes that most plugs have some special characteristics which will increase their probability of being more effective than others under particular sets of fishing conditions. The trick, therefore, is to understand the characteristics of each plug and appropriately match them to the particular fishing situation at hand. To do this, the angler must know his plugs, be on the alert for information about fishing conditions at particular locations, and cultivate an experienced eye for reading conditions on the scene.

With such knowledge and skill the caster need not have every plug in his collection. He can do well with a carefully selected group that are suitable for the area he usually fishes. The selection can be narrowed further, if he is sensible enough not to fish during near hurricane and tidal wave conditions. However, the ghost of Al McReynolds' all tackle record bass gets me out during the roughest weather. It was taken from an Atlantic City jetty during a soaking, howling nor'easter. I also fish many locations, so my plug collection is extensive. Nonetheless, conditional probability has enabled me to divide this collection into sub-groups so that I only have to carry part of it on each outing.

The primary plug characteristics to be considered during choice deliberations are probably size and shape. Research has shown that fish tend to key in on a particularly prevalent forage and reflexively strike lures presenting similar silhouettes. This evidence supports those casters who believe in matching-the-hatch. Research and experience also support the notion that big fish are more likely to rise to big plugs. But an awful lot of small fish have been taken on three ounce bottle plugs, and more than a few big fish have fallen for feather or plastic droppers only four or five inches long. McReynolds' record took a 5½ inch Rebel. Matching-the-hatch by silhouette seems like a good bet.

The action-inducing lips on these popular swimming plugs vary considerably.

Although color often makes a critical difference, it seems to count only after the best silhouette is found. When choosing colors, matching the hatch is probably less important than visibility under varying light conditions and degrees of water clarity. At times, the most productive colors in no way resemble anything alive in the sea. Who, for example, has ever seen a pure white forage fish with a red head? Yet, at dusk, at dawn, or on a clear, moonlit night, a white/red head can be one of the best choices. When there is "fire" in the water or the water is roiled and murky, yellow or orange plugs seem to bring on the action. Most experienced anglers agree that, in general, light colors are best on bright nights and dark colors deliver on dark nights. There is a growing interest in using solid black plugs on the new moon or other very dark nights. But I personally have failed dismally with such experiments so far. On such nights, I seem to do better with a dark plug having a light colored belly. Contrasting colors may be important. My success with feather droppers has improved since I began tying them myself and combining dark and light feathers. A black back with a yellow underside dropper put a number of nice fish on the beach last season.

The type and amount of action varies among plugs—even between different brands of the same style. The angler must be aware of subtle differences between look-alikes in order to put them to the best use. When fishing after dark it is important to retrieve a plug very slowly—the slower, the better. But, at the same time, the action must mimic the struggle of an injured forage fish. A plug with a great deal of built-in action will waddle violently in a very strong tidal rip, even when the retrieve is interrupted. This unrealistic appearance, on occasion, warns off suspicious predators. The fisherman would then do better with a plug that undulates a bit less and should save the more active one for a slower moving tide. In a gentle tide the more active plug will be able to sustain realistic movement through a slow retrieve, while the less active one would require a faster retrieve to attain the same realism. The best way to learn how a plug works is to observe it in the water in front of you while keeping the rod tip low. But as a general rule, the larger and more perpendicular the lip is relative to the body of a plug, the more action it will have. Jointed plugs obviously are more active than similar one-piece versions, and those lacking action-inducing lips or water resistant shapes have little or no action. The further the angle of the lip is placed from perpendicular toward being parallel to the plug body, the more it will increase the depth at which the plug runs.

This variation influencing depth must also come into the caster's calculations. Sometimes the quarry is on the bottom, and hits can only be brought on by getting a plug down to the fish. In sandy areas it often pays to bump the bottom with the plug and kick up little mud puffs, attracting

(Continued on next page.)

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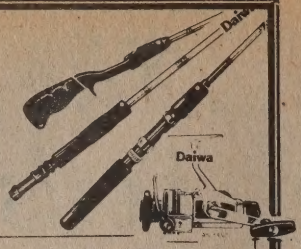

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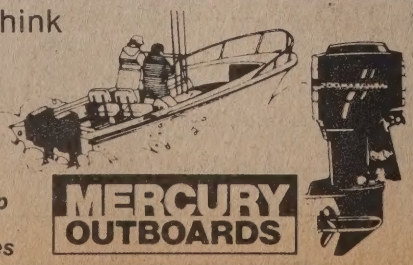

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fish to the cause of the disturbance. It also pays to get a few casts down when fishing deep water with no signs of surface feeding detectable. In addition to the more gently sloping lip of the deeper diving plugs, look for those that are slightly banana-shaped, with the nose and tail turned down a bit. They usually dive deeper. The simplest alternative is to use sinking plugs and the count-down method. In a modest tide such plugs generally descend at about a foot per second before the retrieve begins. But this is only a rough estimate. For bottom bumping the diving floater seems to work better and hang up less often.

The best of plugs is useless, if it cannot be put into the feeding zone of fish. Depth is only one factor. Distance from the beach is often more important. Therefore, the casting capacity of a plug must be considered. Although it is true that a 20 mph wind in the angler's face will frequently move fish close to the beach, the fish may not be close enough to reach with a metal lipped or minnow type swimming plug. On such occasions heavy wooden plugs, aerodynamically designed especially for surfcasting, are called for. These are the bottle plugs and darters.

Not only do these plugs cast remarkable distances, they also handle rough seas very well. When every other plug is being tossed back to the beach as the caster cranks desperately to keep slack out of the line, a three ounce bottle plug is the best bet. It has the ability to bite into heavy seas and hold well enough to deliver the proper action.

Each of the plug characteristics discussed—silhouette, color, action, depth, casting ability, and behavior in rough water—must not only be understood in detail, but must be linked to the fishing situation. The surfcaster, therefore, should be a keen observer and alert for information: Silhouette choice should be determined by knowledge of the prevalent forage species at the time, and the angler should try to match it. Look for baitfish in the wash. Listen to what others reported seeing. Better yet, examine the stomach contents of the first fish landed. Bluefish often oblige by spitting up their last meal as they are beached. If all else fails, guess at what forage might be around based on season and any recent confirmed reports.

Is it a bright or dark night? Is the water murky? Is it filled with phosphorescence? The answers to these questions help determine the most effective color.

Is the tide moving like a powerful river or is it slack? This must be observed to determine the degree of action a plug requires to appear realistic.

How deep is the water? What is the direction and strength of the wind? Is there a big heave on the sea? Making these observations helps determine the weight and the type of plug most likely to pay off.

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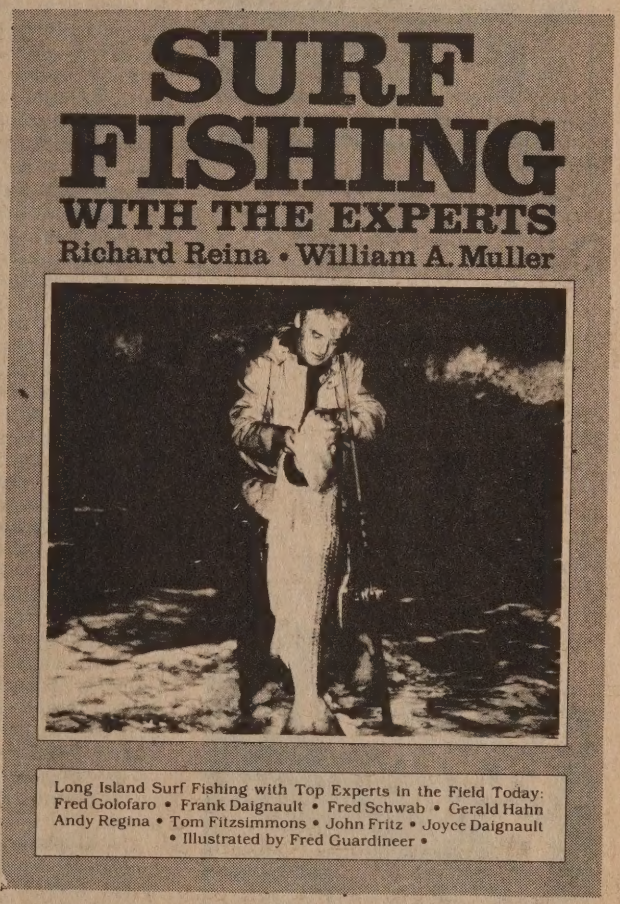
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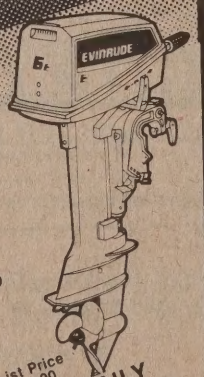

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SHOREBOUND SNO

by Gerald Hahn

Being shorebound is no reason to be content blackbacks. "Head for the North Fork" is the a

Many fishermen say that the only way to catch large flounder is from a boat. Nothing could be further from the truth. About a decade ago, I remember walking along Cedar Beach on the south shore during a mild late-winter spell. A lone surfcaster was taking in the sun from a deck chair and drying out some mussels he had neatly arranged on a slab of driftwood. When the mussels were toughened a bit, he carefully wrapped them on his two hook rig, which was anchored down with five ounces of lead, and made a long cast with an 11 foot rod. Fishing this way from his deck chair, with his rod firmly spiked, he had already caught half a dozen sea flounder and each one was the size of three ordinary bay flounder.

"Ordinary bay flounder" is a misnomer, however, for there are some bays that attract very large flounder for a brief spell. For example, in the Peconics and Gardiner's Bay, snowshoe flounder come to spawn in early spring and then quickly head back to sea. Timing their arrival is difficult, but I've taken snowshoes in North Haven's backwaters, near the ferry to Shelter Island, and at Hog Creek Pt., east of Three Mile Harbor. At the former location, I'll never forget one large specimen knocking over my sand spike and nearly taking my rod to sea.

Of all places, however, I find the most consistent fishing for snowshoes, both in spring and fall, in the East End of the north shore. This area, between Rocky Pt. and Orient Pt., is well-known for its immense blackfish and humpback porgies; its flounder also come in the large economy size. Indeed, the first time I ever fished here, I was expecting some late-October blackfish when the rod tip suddenly took a decidedly untautog-like bend. There were no forewarning tugs on the line or deep plunges thereafter, just a powerful jolt and a strong steady pull. I thought my hermit crab bait had seduced a sea skate, because the fish was difficult to reel in, but it turned out to be a two pound flounder.

One can only speculate why such large bottom fish are concentrated in the East End. Perhaps one way is to regard Long Island Sound as a tributary of the Atlantic Ocean, with its mouth in the East End. The mouth of an estuary, whether a river, creek, stream or Long Island Sound, churns with marine life because it is at the confluence of different bodies of water and varied currents. In the East End's confluence, for example, you're likely to find unique flora and fauna, such as long strips of yellow-brown kelp and sea skates at the end of your line. Neither of these is much in evidence elsewhere on the north shore.

Thus, the flounder here are not like ordinary bay flounder. They're as likely to forage in the rocks and sand as in mud, and they do not necessarily stick strictly to the bottom. Unlike typical bay flounder, moreover, East End sea flounder love the strongest currents. Therefore, one has to use a fairly stout fishing outfit to catch them. A 9 foot spinning rod matched with a reel comparable to the Penn 650 spooled with 20 lb. test is in order when fishing the East End beaches.

For ordinary flounder, most fishermen use a tandem-tied rig, but for snowshoes a hi-lo rig is actually better. A #1 or 1/0 long-shanked beak or Carlisle or a #4 Chestertown may be employed, but I prefer a #6 Virginia, since it fits both the snowshoe's and the blackfish's mouth. Any of these hooks should be snelled to 12 inch leaders of 30 pound test. The rig begins with an end loop on the fishing line for a three or four ounce bank sinker. Then two dropper loops are tied on the running line, the bottom one about an inch above the sinker and the top one 13 inches above the first. This way, the snelled hooks are kept apart. There are places in the East End where the vegetation

Unlike their smaller brethren, No their liking.

WSHOES

ith run-of-the-mill ice of this author.

dense, and an asset of a hi-lo rig is at one hook usually remains clear. nowshoes, moreover, have no ouble at all finding the top hook. deed, they often prefer it to the ttom one.

Sea flounder are attracted to the ime baits as their younger relatives, seaworms and earthworms and ussels and clams. The large flatfish ill also take such offbeat baits as the orementioned hermit crab, as well a hook dressed with yellow feathers mounted with a plastic corn kernel, nd then tipped with bait. Indeed, ellow seems to be the most popular lor among flounder fishermen verywhere, for they often paint their nkers and dye their clams with this lor. Anything yellow looks edible to flounder, and moreover, the color is ghly visible on the bottom.

Be generous when serving a meal snowshoes. Half a sandworm nould be threaded on the hook, not ne of those one inch morsels mmonly used for bay fish. An mple slice of skimmer clam or a gob f mussels should likewise be impaled nd twisted on the hook several times, ith a fair amount of the soft stuff ailing below the point. Snowshoes, ke their smaller cousins, are also nd of a combination offering of two aits on the same hook.

There are numerous spots in the ast End where snowshoes lurk. Just est of Orient, for example, is a fish-ap at the tip of a cove. Flounder are aken on both sides of the trap, as well s near the large boulders—in black-

snowshoes find rocky bottom to

fish terrain—at the west end of the cove. Heading west of Port of Egypt's Rube Goldberg launching pad for rental skiffs is Petty's Bight, another popular cove for boat fishermen and surf men alike. Forming the west boundary of this cove is Mulford Pt., the north shore's last major outcropping. Here among the vast boulders, flounder and blackfish are often taken together. About three miles west of Mulford is another cove called Truman Beach, which is framed by two more promontories, Terry Pt. and Rocky Pt. This productive beach is hard to miss as you head east along the main road (Rte. 25). When the north fork, near East Marion, seems no wider than this road, Truman Beach is at your left, just beyond a pond. Although the six mile strip between Rocky Pt. and Orient Pt. is the focus of this article, excellent flounder fishing actually continues as far west as Mattituck Inlet, where an eight foot jetty rod can replace the nine footer. Also worth exploring is the south side of the strip, beginning with Orient Beach State park, where more fish-traps are found along a somewhat softer bottom, and ending at the Greenport Jetty with its accompanying creek mouth a block east.

There are a number of ways to fish for snowshoe flounder. The first two resemble the methods for catching smaller fish. One is simply to fish a dead stick on a tight line; the other involves dragging the sinker ever so slowly along the bottom at regular intervals, with pauses in-between. This stirs up the bottom and attracts flounder, and also covers more territory than the first method. Nonetheless, anglers have discovered that they can catch large flounder by drifting the bait along the bottom. This they achieve with a slightly lighter sinker than the norm. Snowshoes are aggressive fish and will eagerly pounce on a moving bait, as long as it stays near the bottom. When the first fish is located this way, fishermen repeat the "drift" or convert to the dead stick method with a heavier sinker.

As with the largest of many species, snowshoe flounder are not taken in great quantities, and they are often mixed with smaller fish. Remember, though, that one snowshoe is worth three ordinary blackbacks. Indeed, measured in stamina and fighting ability, a two pound snowshoe is worth a great deal more than a summer fluke of comparable size. Concentrate around tidal changes on the Sound and periods of strong current flow at the jetties and backwaters in this vicinity.

Snowshoes are taken in the East End in April and May and again from October to mid-November. Northerly winds are often encountered at these times and should be avoided, unless you want to harvest a kelp crop.

If you're tired of catching ordinary flounder and throwbacks, try the last six miles of the Sound for snowshoes.

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KEEPING IT SIMPLE

by Andy Regina

Long recognized for its difficult access, the shores of western Long Island Sound do provide some unique opportunities for Metropolitan area anglers.

This article was gonna be so easy, it was pathetic. Fred called and asked for a story about fishing from shore in western Long Island Sound and I was spending the check almost before I hung up the phone. Only thing is, it didn't come so easy when I got down to it. Our shore fishing entails everything from surfcasting to pier fishing, so the coverage had to be diverse.

We don't do much actual surfcasting (leaving that for our south shore counterparts), where you wear chest-highs and walk out into the water. Mostly we stand at the edge of the Sound and set up shop with a brace of spike-held rods, or one rod in the spike and the other rod used for casting lures. And mostly, it is a bait-fishng affair and that rod with the plug on it sits in the spike most of the time anyhow, no matter how much we promise ourselves that we are going to be like Avis and "try harder" next time! But I'm getting ahead of myself right now, so let me go back to the beginning and get this thing started again.

It seems that fishing from shore is the most popular method, bar none, of fishing, simply because this type of fishing is done by the most people. It may not be the most well-liked method, but it is still the most-used method of all, thus my claim to its popularity. Crazy? Maybe; but walking is not our favorite means of transportation by any stretch of the imagination, yet is the most popular mode because that's how most of the world gets from one place to another—believe it or not! Economics play a major role in determining the popularity of fishing from shore; it is simply the least expensive way for most people to do a little fishing. Spiraling inflation leaves us less to spend on non-essentials such as fishing. The average Joe is hard-pressed just to keep his family housed, clothed, and fed. In most cases, any bit of extra cash goes for luxuries such as a new pair of shoes, or a warm winter coat! In order to indulge himself without detracting from the family budget, the harried angler must therefore be content with fishing from shore because it is better than no fishing at all.

Now, there's nothing wrong with fishing from shore. Some of my best friends do it. And sometimes they even catch fish. Guys like Doc Muller and Fred Golofaro, our erstwhile editors, are confirmed surfcasting addicts, and even they are pretty nice guys at times. Seriously though, as much as I love to poke fun at them and tease them, I'm an old beach rat

The Playland fishing pier at Rye Beach remains a perennial favorite for many Bronx and Westchester County fishermen.

myself. Funny thing about our clan is that once a beach rat, always a beach rat, and nothing or no one can change that. Sure, I can't work a beach like I once used to do, because I'm old and fat and a walking testimonial for Medicaid, so I do almost all of my damage from boats. But I started my saltwater fishing as a surfcaster back in the days before WW II, and there's a magical "something" about the beach that will never let me be completely rid of her. Today I fish from shore whenever I can—nothing as invigorating or as strenuous as I once did, but rather some calm, sedate, relaxing type of fishing that you just cannot get if you fish from a boat. Take a walk with me around the Sound and I'll try to explain what I mean.

Stuck in the westernmost corner of the Sound, near Rye Beach along the Westchester shore line, is the Playland Fishng Pier. Here, for a minimal fee, you can while away many pleasant hours and still be able to put some fish in the bucket. Bottom fish in season include flounder, blackfish and porgies; game fish caught from that pier are mostly snapper blues, school stripers and adult bluefish. We have further been happily surprised by an occasional weakfish, a rare fluke, and even some small bonito, one fall morning. One old man I see almost every time I go there, regularly hugs an inside corner of the pier and contentedly catches eels. Now, you and I may not be as happy as that old guy is, to catch eels, but fishing means lots of different things to many different people and I say, "different strokes for different folks." If that's what you like, do it! An added bonus when water temperature is cool, in springtime and/or fall, are tommy cod and at times you can catch all you want of these tasty little fish. The pier gets closed for the season usually between Labor Day and Election Day, but with new owners in charge this year, dates can change, so ask the parking lot attendant to make sure.

Realizing that New York has a crying need for recreational fishing piers, and has had this need for as long as I can remember, the only other pier that I am aware of on the Sound is the one located at Prybil Beach, in Glen Cove. Restricted to town residents from Memorial Day to Labor Day, early spring fishing here can be phenomenal at times, especially in late May when lots of jumbo blackfish are caught. The fall sees a return of flounder and blackfish, good snapper fishing, and some big bluefish, as well as the opportunity to add striped bass to your catch. Dedicated bass men work the beaches though, prowling from Peacock Point, past Prybil Beach on the east, to Mattinecock Point on the west. Working small bucktails from light, one-handed spinning tackle, the many jetties and moles stretched along the shoreline yield bass anywhere from shorts to teen weights most of the time, and there is always a distinct possibility of hanging a cow, especially off the Point.

So far we have seen several different shore fishing possibilities available to us: fishing from piers, fishing from jetties, and fishing directly from the shore itself. The many jetties scattered throughout the western Sound from Westchester to Oyster Bay offer excellent fishing at times, both for bottom fish as well as game fish. Every jetty, however, is not necessarily productive while many are only productive at certain times of the year. It is up to the individual to prospect the potential of any jetty he wishes to fish from, and this could mean making several trips, encompassing various tidal stages as well as different seasons. Jetties, like any shore fishing, can be fished with bait as well as with lures; the merits of each discipline could be determined by the season. Usually, we start out with bait and as waters warm and baitfish take up residence in the Sound, we switch over to lures. And we generally stick with lures for the rest of the fishing season, too, in grudging respect to the voracious appetites of the bergalls that infest the Sound most of the year.

Most of the fishing done from shore around these parts is a casual, relaxed type of fishing that often sees entire families out for a day's fun. The feeling seems to be, "If I catch, I catch. If I don't, so what?" On pleasant days you can see people scattered all along the shoreline of the western Sound, especially from Orchard Beach to the Whitestone Bridge and then again, from the Long Island side of that span all along the shore of Little Neck Bay, up to Northern Boulevard. One favorite fishing spot seems to be the marina located on the westbound side of the Cross Island Parkway, about halfway between Northern Blvd. and old Fort Totten. The entire shoreline thereabouts is literally paved with people on blankets at times, as picnickers and sunworshippers vie with joggers and bicyclists to make the serious fisherman's efforts there mighty exasperating at times. The area from the old fort to the base of the Throg's Neck Bridge also sees a lot of people, especially in fair weather and the jetty west of the fort gets plenty of attention from tyros, too.

If you're serious about your fishing, you can still take the wife and kids out for a family day in the sun, then bring 'em home and return alone after dark. Naturally, like everywhere else along the shore, nighttime is striped bass time; the bass always seem to feed more actively after the sun goes down and alert anglers take advantage of this fact. You can get out there on a jetty, or anywhere along that particular shoreline, and actually have a good chance of catching stripers and bluefish, if you are patient and willing to put in a lot of time and effort. After all, it ain't always easy going when you decide to try your luck in the western Sound, fishing from shore!

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Since puppyhood, we have been sharing in the fun of unpacking boxes and greeting patrons. Many of our customers are second generation Merrick Tackle anglers. Imagine! Their parents used to come here to buy tackle when they were kids! Even thought that makes our boss feel old, we know it gives him a thrill to see how the kids grew up and enlarged on their interest in fishing.

This is a great place to learn more about fishing. There is free instruction by a staff of experts in rod building, (we were the first to do that), fly-tying and rigging. Too bad we can't read, because there are hundreds of books solely on fishing subjects—freshwater, saltwater, rod building, cookbooks, etc. A brand new book and gift catalog is coming soon. Be sure your name is on the mailing list for a free copy.

It may be a dog-eat-dog world, but we don't want to hound the competition and hog all the bones. We would rather live in peace and harmony with everyone. So, we don't undercut anyone else's "unreal prices," but we will meet the competition cheek to jowl. Bring in the advertisements of our competitors and compare them to our everyday low prices. If their ad is lower, we will meet it. We'll shake hands on that.

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A LOOK BACK AT "THE BAY"

by Lou Mauriello

Thousands of anglers trace their roots to "the Bay," where skippers, mates and regulars of another era helped hone their present skills and attitudes.

It seems like only yesterday when I started fishing in Sheepshead Bay. Believe me, it wasn't easy traveling from downtown Manhattan via the old Brighton Local, especially since the service was not quite on schedule. Many a morning, I would leave my home at 3AM so that I could get a good rail position on my favorite party boat.

Coming home was never a problem as I always got a seat and managed to catch a snooze. It seems that no one wanted to sit next to a scrawny, smelly kid with a burlap bag full of fish. I never could understand why.

Upon arriving at "The Bay," it was a 10 to 15 minute walk to the waterfront, which by the time I arrived, was a beehive of activity. Mates from the various boats paced the sidewalks, extolling the virtues of their particular craft and trying to get you to sail with them for the day.

I made several trips on a few different boats, but never really felt welcome. What the heck—who wanted a skinny 13-year-old pest around, incessantly asking questions, while the old-timers were trying to pay attention to their fishing.

Then, one morning, as I was walking by the piers, I happened upon a gray-haired gentleman with an impish smile. Even though it was still dark and the only illumination was from a distant streetlight, I still swear to this day I could see a twinkle in that man's eyes that revealed as much devilishness as knowledge.

Without too much prodding, I boarded the man's boat that day. She wasn't much by today's standards, a 45 foot wood hull with a single diesel down below for propulsion. Her little forward cabin couldn't hold more than ten people comfortably. But, she had one thing which may be hard to explain to the unknowing. That boat actually had a feel of fish about her. Don't get me wrong; I don't mean she smelled bad (hell, all the boats did), but stepping aboard her, she exuded confidence.

Before sailing that day, I got some lessons in rigging my tackle from one of the finest mates I've ever known anywhere. That man's name was Jack Reid. Jack is no longer with us, God

(Continued on next page.)

The "Old Master," Harry Phillips, at the wheel of the Pilot II back in the early 60s.

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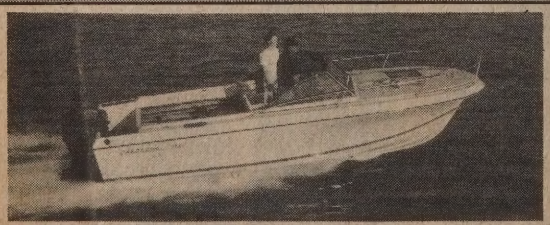

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rest his soul, but I am sure the Good Lord was kind to him.

Jack was a man you had to get to know. At first, I thought he was a bit of a grump, but I soon learned he had a heart of gold. Many a time Jack would take time out from his fishing to come over to show me the proper way to bait a hook or how to wait for the right hit before setting the hook in a fish.

As far as fishing was concerned, Jack was a master fisherman of the first order. With his old Calcutta rod, with the two taped-on guides and a constant set to it from the countless fish it had caught and the sidewinder reel on that rod, I saw Jack pull fish, from the small porgies to the biggest cod, as if he had his own private fishing hole.

For those of you who haven't guessed by now, that boat was the old Pilot II and the skipper, the famous Harry Phillips.

Harry and Jack made a very unique pair. To see Jack smile would be a cause for a celebration, but to see Harry frown was even more unusual.

While on the fishing grounds, Harry would be all over the boat, telling jokes, working on tangles and doing whatever else needed doing. Primarily though, Harry would be paying attention to the quality of the fishing. If that quality was not up to his standards, he would quickly take whatever action he felt necessary.

There may have been other skippers who were as good as Harry but in my mind, the now retired Harry Phillips was Number 1 in his era.

Many a day, when visibility was poor, we'd leave Sheepshead Bay and by compass and ship's clock, Harry would come up on the piece he wanted to fish that day with no problems.

Then, there were the loyal regulars of the Pilot II. There was Sy Goldberg, who is still a fixture at the Bay. I remember one day he caught the largest blackfish brought into Sheepshead Bay in recent history. That fish weighed somewhere around 17¾ pounds. And, if I remember correctly, the rumor was that Sy was down below in the cabin warming up when the fish, which was apparently intent on suicide, struck his line and hooked itself.

Two other regulars and master fishermen both, were Artie Barnes and Bill Thompson. If there was ever a Mr. Nice Guy award, these two gents would surely get my vote. When I first met these two fellows, I was quite honestly intimidated by their size. They are two large gentlemen and don't forget, I was not quite grown up at that time. After I got to know them though, they turned out to be two of the finest people I've ever had the opportunity to fish alongside. They took me under their wings and showed me all their little tricks. I learned about not using hardware on my rigs, scaling my tackle to the species sought, the right hooks to use and much more.

My favorite fishing days were and still are, in the fall and winter. I don't know how many beautiful sunrises I've seen while en route to the Sea Bright Grounds or 17 Fathoms or the Cholera Banks. And those blackfish and cod; I can't think of any finer catching or eating fish than those two. We thought we would see no end to them back then, but... Fortunately, the foreign fleets couldn't steal our blackfish but we all know the disastrous effect they had on the cod-fishing. We are now experiencing a resurgence in our codfishing, though; so let's keep our fingers crossed.

Those cold fall and winter days haven't lost their special flavor. That brisk air seems to make everything a little brighter and people seem to bustle about a little bit quicker.

By the first autumn I was fishing aboard the Pilot II, I was an accepted "regular" and as such, I was permitted to assist in setting up for the day's trip. This would consist of taking bait aboard, setting out the gaffs or nets, shucking skimmers and the job I loved best—getting up the heat in the forward cabin.

The heating system was a far cry from today's supercruisers. What we had was an old potbellied stove with a piece of sheet metal under it, so that the heat generated wouldn't burn a hole in the deck, and a rail around it so a dummy like me wouldn't burn a hole in himself.

That old stove was great, even if a bit old-fashioned. Once we got that kindling crackling, we'd add a few scoops of coal and in a short time that cabin would be warm as toast. I remember, during the winter, I would ask my mom to pack me a lunch of whatever was left of our previous night's dinner in a pie tin. If you haven't eaten leftover lasagna or eggplant for lunch, warmed over a glowing coal stove along with a half loaf of fresh Italian bread, you haven't enjoyed the finer things in life.

Yes, those were great times, but unfortunately we grow older, get married and move around a bit. (Somehow I feel I owe the ladies an apology for that last sentence. Oh, well.) Things change and some of those good men are no longer with us. There is not much we can do about the passage of time except learning to accept it and making the best of the time we are allotted on this earth.

I am now fortunate enough to have two crumb snatchers of my own—a son of 13 and a daughter of 7. Now I am the teacher and they are the pupils and let me tell you, they are learning fast.

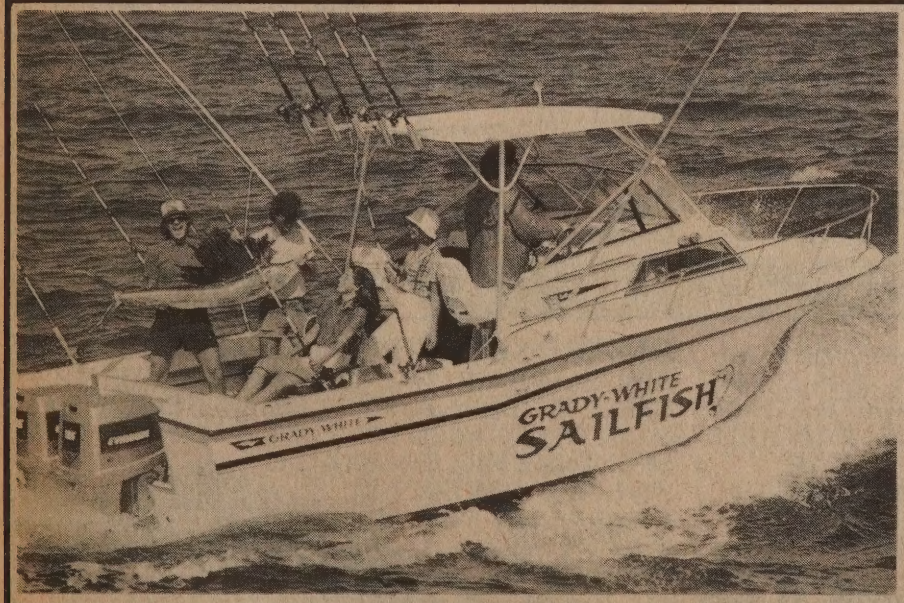
Reflecting back, I have found that this fishing game is not all it's cracked up to be; it's more. I've met a heck of a lot of nice people out there. People who would go out of their way to make your day a pleasant one. Of course, I've met some grouches, but fortunately, they were in the minority and never seemed to be around very long. I've had countless great days on the ocean and bays and treasure the memory of each as an unforgettable experience.

I don't get down to Sheepshead Bay as much as I used to, but I still try to keep in touch with some of the folks down there. Like on a recent trip with Captain Tom Marconi aboard the present Pilot II. She is quite different from the old boat mentioned earlier, with all the latest electronics, a heated rail and large deck cabin. But the camaraderie still remains between the passengers and crew and Captain Tom and his mates made me feel as welcome as I ever did.

I am now trying to instill in my children those all important facets of fishing. I don't mean only the catching of fish, but the sportsmanship and friendship that are such a major part of this great game.

We are a fortunate lot, we fishermen. Oh yeah, we don't always smell so great, usually swear, and have been known to partake of a cocktail on occasion. But on the whole, there are few people more willing to help someone out at the drop of a hat than a fisherman.

So thanks to "the Bay" and all those "old-timers" who helped enlighten me to the joys of angling. And to those who are gone, I know you're all anchored up on a great wreck, so just one more favor. When the time comes, save your old friends a spot at the stern rail?



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BY FRED GUARDINEER

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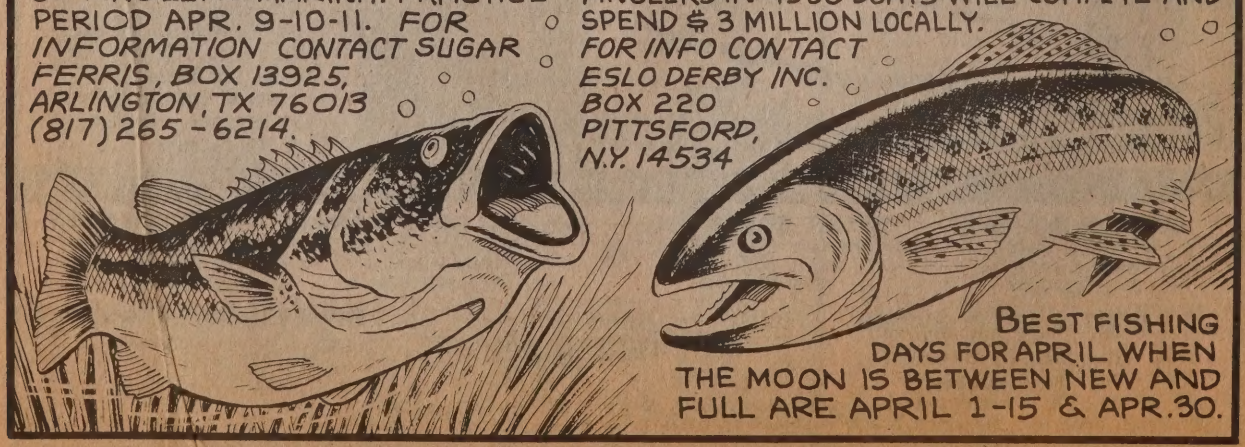

BEST FISHING DAYS FOR APRIL WHEN THE MOON IS BETWEEN NEW AND FULL ARE APRIL 1-15 & APR. 30.

East End REPORT

with Capt. John DeMaio

The worst spring storm in decades lashed Long Island's eastern end last week leaving four Montauk fishermen listed as missing. Fishing played back seat to the concern for these missing men but fishing did begin to return to normal by Sunday though the search for survivors was continuing as recently as Monday AM.

MONTAUK

Capt. Mike Albronda of the charter boat **Montauk** reported a slow day on Saturday but said the fishing bounced back on Sunday with 75 cod and 2 pollock up to 35 pounds taken on jigs and bait for a party headed by Ken Hejducek. Same day, Tom Pennino and two friends put 40 cod to 48 pounds and 7 pollock aboard the **Vivienne**.

Capt. Potts of the charter boat **Blue Fin IV** sailed his first charter of the year on Sunday and found good action on Cartwright. A party from Acres Anglers put away 50 cod in the 15-25 pound class on bait although a few fish were taken on jigs. The skipper reminded that the boat will award a free charter trip to anyone landing the largest cod or pollock on the boat in April or May. Current leader as a result of Sunday's trip is a 25 pounder.

Capt. Fred Bird of the open boat **Flying Cloud** will make his first open boat trip of the season on Saturday, April 7th for cod. He will also be booking charters for up to 77 passenger during the season.

Capt. Ed Baldrian of the charter boat **Three Star II** called to remind that he's in the water at Captain's Cove Marina and is excepting booking for spring cod, pollock and snowshoe flounder. See his ad for details.

Armand Regateiro and Harvey Price, fishing aboard the charter boat "Montauk" put away 75 cod up to 20 lbs. Fishing was done on Cartwright Grounds.

1984

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SOUTH FORK

From **Bayview Fishing Station** in **Sag Harbor**, Chris Salb told the first good showing of flatties in the area since February. A few boats did manage to get out on Sunday and all concentrated their efforts in the protection of Sag Harbor Cove. One pair of anglers returned with 40 big flatties while another lone angler returned with 20 fish. All were in the 1 pound class and up according to Chris. Chris also reminded that Bayview Marine's 7th Annual flounder derby is set for this Saturday. You can get more info on the affair by calling the station at 725-0740.

Tom Speckenbach of **Speck's Tackle Shop** in **Southampton** said that the flounder fishing in Shinnecock Bay was apparently knocked off track by last week's storm. Picky fishing was the rule in all parts of the bay and in the Shinnecock Canal as well. Tom expects the fishing to improve shortly as things return to normal.

South Shore REPORT

with Fred Golofaro

While much of the talk along the south shore revolved around the vicious storm which raked Long Island on Thursday, many expressed surprise at the quick return to good flatfish action, in Great South Bay at least. Initial reports of damage by the media were apparently grossly exaggerated compared to the reports we received from fishing station and party boat owners. At **Captree**, where the media had all but written off the Captree Boat Basin along with the fishing fleet, skippers reported no damage to the dock itself and minimal cosmetic damage to a few of the boats. In all but one case, the boats were ready to sail the day following the storm. Anglers stayed away in droves on sunny Saturday as a result of the damage reports and also figuring that it would take at least a few days for the bay to settle down. The fish, on the other hand, caught everyone by surprise and provided very good action in the bay on Saturday. More on this later in the reports.

The storm did apparently set back the movement of fish from the Quogue Canal into Moriches Bay as water temperatures dropped again. The only fishing on the weekend was confined to the Canal but the past few days of sun and mild temperatures are sure to put the flatfishing in the open bay back on track.

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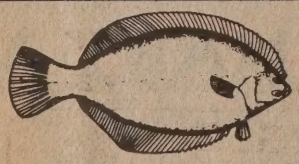
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Joe Sander and Matt and John Viol with a nice catch of Moriches Bay flatties up to 2½ lbs. made near buoy 44 on March 25. The trio did their fishing out of Silly Lily Fishing Station in East Moriches.

MORICHES BAY & INLET

Steve Nader of **L & M Marine Fishing Station** in **East Moriches** reported they were thankful to come through last week's storm with no damage. Fishing activity was minimal on the weekend with just a few boats out on Sunday. One of them, occupied by Bob Roundtree, Mike Hoffler and Leroy James and Eric Brown worked buoy 54 through both tides and loaded up with 200 keepers and a ¾-1¼ pound class at buoy 54 in the canal. They returned plenty of smaller fish as well. The foursome fished mussels, bloodworms and sandworms but found the latter had an edge.

Gary Grunseich of **Silly Lilly Fishing Station** in **East Moriches** said that being in the lee of Thursday's "northeaster" kept damage to a minimum although they did have to contend with the highest tides in memory. Despite this, they were shipshape and ready to roll for the weekend. While no one took advantage of Saturday's weather, a few boats did get out on Sunday and concentrated their efforts near buoy 54 in the canal. Once again, Matt and John Viol, teaming with Joe Sanders led the way with over 90 flatties. Another lone angler put away 20 fish in the ¾ to 1¼ pound range.

GREAT SOUTH BAY/ FIRE ISLAND INLET

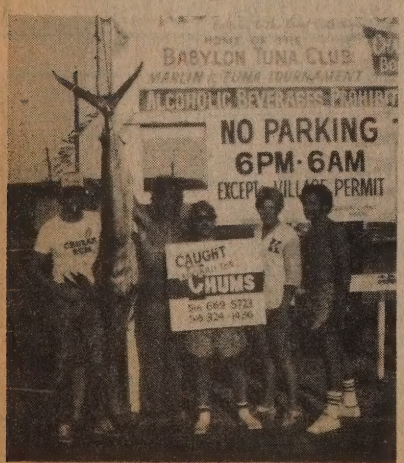
Paul Graniello of **J & J Tackle** in **Patchogue** said that opening day of trout season on Sunday was a disappointment to many anglers. The cause of their disappointment was that no stocking took place prior to the April 1 opening as a result of the truck used for stocking being stuck upstate as a result of the storm. On the other hand, a handful of anglers were very satisfied with some of the holdover trout taken in some of the local lakes. Ten year old Rusty Murphy checked

in a 14'' brown that he caught in west lake. A regular known only as Tommy, checked in 3 browns in the 14-16'' range which he caught in East Lake. Paul figured that at least a dozen nice holdovers were taken from Patchogue's East Lake. Flounder fishing finally showed some signs of life off of the Blue Point and Patchogue Docks and there was good flounder fishing in the bay south of Patchogue and west to Heckscher for boatmen on Saturday and Sunday. Tom Healey worked Mud Creek one day last week in hopes of taking home a few white perch. Instead, a 17'' striper (which was released) grabbed the tiny jig being fished on two pound test by the angler. And yes, there are still good numbers of white perch in the local creeks and rivers.

From **J & R Sports Center in Oakdale**, John ''Rod'' DiGiacomo spoke of good flounder action off of Heckscher on the weekend. On Sunday, Tony DeVito, Billy from Ultra Tire and John O'Donnell used worms and clam chum to nail 40 nice fish up to 1¾ pounds. John knew of another good score made south of Bay Shore also on Sunday. Trout fishermen working the Connetquot River and its tributaries on Sunday's opening found plenty of 8-9'' trout to keep them busy but few bigger fish were taken on the weekend. Inside the state park, the fly fishermen had a field day with brooks, browns and rainbows in the 12-14'' range.

Over at **Peppy's Bait and Tackle** in **East Islip**, Irene Cioffi relayed word that Ed and Jim Deutcsh and Lewis Liebrutch teamed to take 40 nice flounder south of Bay Shore on Sunday. Most of the fish fell into the 1-1½ pound range and were taken on bloodworms and mussel chum. Flounder fishing locally had been good prior to the storm and apparently took little time in bouncing back.

Good flounder fishing in the vicinity of Dickerson Channel, particularly on Sunday according to Carl Miller of **Smokey's Bait and Tackle** in **Bay**



Gary Burton caught this 74 lb. white marlin last summer aboard the Babylon charter boat ''Chums.''

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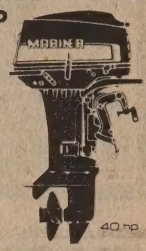

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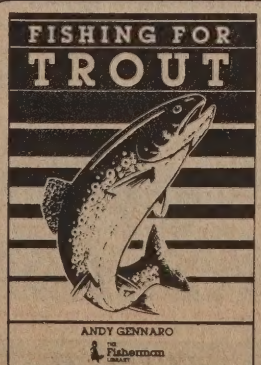

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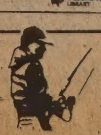

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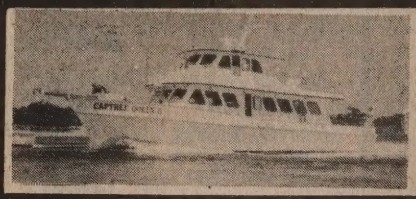

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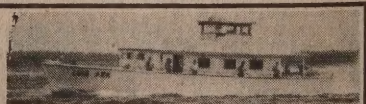

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Shore. Carl noted that plenty of chum was the key to some of the better scores. He also put in a word for the 10 to 15 foot depths south of Bayberry Point, Islip and south of buoy 4, Heckscher. Mussels and worms have been the preferred baits.

Captain Neil Delanoy of the Bay Shore open boat **Casey Lee** enjoyed very good flounder fishing early in the week and up until Thursday's storm. The skipper didn't sail again until Sunday, when he found fishing off a bit from earlier in the week. He labeled the action fair on Sunday with nice size fish still the rule. He has been working anywhere from Bay Shore on east to Patchogue.

Captain Ed Laske of the charter boat **Dixie** managed to get in a couple of charters this past week. On both trips, catches averaged 15 flatties per man with high hooks in the 20s. Pool fish have been running in the 2 lb. class. Ed concentrated his efforts on the north end of East Channel near buoys 18, 20 and 22, as well as off of buoys 4 and 5, Heckscher.

Captain Richie Westlind of the open boat **Capt. Richie** reported a good day on Saturday and decent fishing on Sunday. He was enthused about the wide spread of fish in the bay, although he has been concentrating off of Heckscher and Islip. Many of the fish are nice size with Saturday's catch topped by an 18 inch, 3 lb. flattie. On Sunday's trip catches ranged anywhere from 5 to 20 per man and the skipper noted that while not up to Saturday's results, the fishing was still steady and better than most expected so soon after the storm.

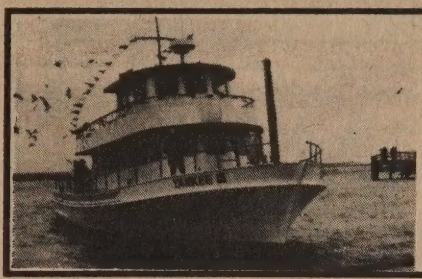
Aboard the open boat **Captain Whitaker**, Capt. Richie Abrams was "Super surprised" by Saturday's flounder action south of Heckscher and Islip. Working in 10 to 12 feet of water, the skipper told of five fares who put away at least 30 flatties apiece. Sunday's fishing was labelled fair to good. All the fish are ranging in the 3/4 to 1½ lb. range with occasional bigger fish mixed in. Both clams and bloodworms have been effective in the bait department.

Captain Richie Leitch of the **Captain Leitch IV** rejoined the flounder fray on Sunday and reported fares averaged 12 to 15 flatties apiece. The skipper worked the 10 to 15 foot depths south of Heckscher where nice sized fish seemed to be the rule. High hook on Sunday's trip had 35 flatties.

While we already discussed the exaggerated reports of damage to the boats and boat basin at Captree, Richie did say that many of the captains worked together during the storm to help keep damage to the boats to a minimum.

Captain Gordon Roman of the **Captree Queen II** said that despite some minimal damage to the boat, he was all set to go for the weekend. Few people showed on the dock on Saturday, but on Sunday, Gordon took a fair sized crowd to the Heckscher Park area and found pretty good action

CAPTREE



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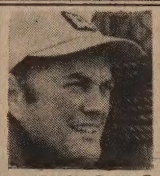

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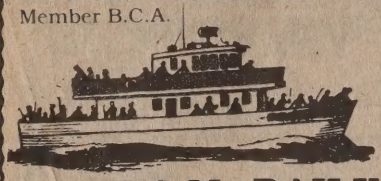

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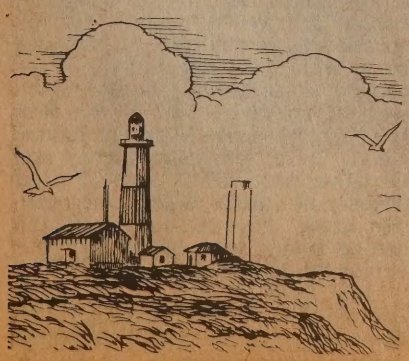
with most fares averaging 15 flatties apiece. A few managed 25 or better, but they were the exceptions. The skipper noted that the bay settled back to normal after the storm rather rapidly which he attributed to the relatively calm weather that followed. Gordon added that his best action appeared to be on incoming water and that all the usual baits took fish.

Working further to the east than most boats, Captain Charlie Kennedy of the **Captain Joseph II** settled in around Point O Woods and buoy 24, east channel on Sunday. He told of good fishing with Henry Clark leading the way with 31 flatties. Most of the catches ranged between 10 and 20 fish. Calling via the marine operator on Monday morning, Charlie said that things were off to a real fast start near buoy 24 and that some fares had already put away as many as 15 nice flatties. This by 9:30AM. He, too, reported his best fishing on Sunday and Monday on the flood tide.

Fred Austin, speaking from **Augie's Tackle Shop in Babylon** said that private boatmen enjoyed pretty good floundering on Sunday, working between Bay Shore and Nichols Point. Tom Hauser teamed with his dad and a friend to put away 70 flatties up to 2 lbs. south of Nichols Pt. Bob Kach and his son Bobby, worked West Channel on Sunday to the tune of 48 flounder up to 1½ lbs. Both catches were the result of worm and mussel chum and Fred emphasized the importance of chumming. Some of the boatmen he spoke to indicated they had better action on the ebb than on the flood and it appeared that fishing in the east bay was better on the flood, while fishing to the west (Bay Shore-west Islip area) was better on the ebb.

From **Z Crab Tackle in Copiague**, Ralph Angelli said that most local boatmen have been running east to Heckscher with generally good results. Not everyone has been going east, however. At least one boat worked Squaw Island on Saturday and put away nearly 100 flatties. Same day, Ralph received a good report of a small catch of big yellowtail flounder taken from Short Beach Cove. A couple of regular customers returned from a trip up to Quincy, Mass. Instead of a cooler full of flounder they showed the Copiague tackle man 55 cod in the 2 to 10 lbs. class.



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West End REPORT
with Stu Miller

Prior to the devastating storm that hit our area Wednesday night through Thursday, the flounder fishing was headed in an excellent direction. No one fished needless to say through Friday due to the horrible conditions. Bottoms were churned up and grass flowed galore in all the waters on the inside. By the time Saturday rolled around enough anglers hit the waters to give us some information as to what was happening and on Sunday people seemd to be out in force with severe cases of cabin fever. Catches seemed to be good on Saturday and even better on Sunday as the waters began to settle.

WEST END BAYS/ JONE'S INLET

The word from **Lon Wanser Bait and Tackle** was of good flounder fishing Saturday and Sunday, particularly at the first and third Wantagh bridges and also the second, with best results in the deep holes. Fish ran up to a pound and were in decent numbers. Mussel chumming is a must, said Lon. One customer came in with 35 flatties in his bucket. Flounder were also caught in the State Channel at Gilgo.

Also reporting out of Seaford this week was **Capt. Eddy's Fishing Station**, who told us about Rich Green and Bill Desthers taking 60 keepers on Sunday from 3/4 to 2½ lbs. at Massapequa Cove. Sunday's average catch per skiff was 30 to 50 flatties with best results at Massapequa Cove off Ft. Neck Point. Dr. Jack had 50 on Tuesday prior to the storm. Worms and mussels continue to work best with the beginning of the flood ideal. There's roughly an 80 percent keeper ratio.

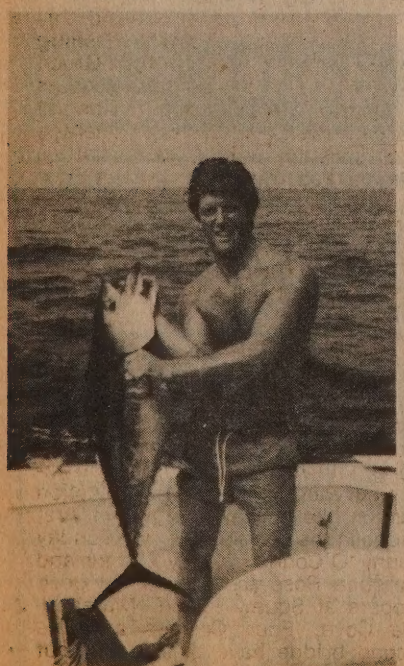
A call from **Pop's Fishing Station** also told of the good floundering prior to the storm with Dom Santillo filling a five gallon pail full on Tuesday, fishing 3/4 to 1¼ pounds with an occasional two pounder. Mussel bait along with heavy chumming and incoming water was the ticket. Action was on the west side of the first bridge in the mussel beds. On Sunday Kenny O'Connell, Larry Lamay and Christine Rose scored with 63 good keepers at Squaw Island. Massapequa Cove, Four Corners and the second bridge have been good, but Squaw has been best.

Over **Freeport** way, a call from Captain Mike Danon of the **Capt. Lou Fleet** told about the latest boat added

to his fleet, another big comfortable 65 footer, formerly the **Marlin V** out of Montauk. This boat will be going into action shortly, and is presently being prepared for the season. Watch these pages for the grand opening party. As for the week's fishing, aboard the **CL III** high hooks were in the 30s at the beginning of the week. On Saturday Hazel Reed had 36 flounder, while Sunday Carl Hotnit, Jamaica scored wtih 38 while Muriel Baglivi, Bayside was happy with 31 flounder. On the half day boat, the **CL IV** Wednesday's high hook was 23 keepers. Saturday's high hook was in the mid 20s while on Sunday, Joanne Piloli of Levittown had 18 fish, Jay Broder of East Meadow had 20 and Harry Fraup of Maryland had 23 flatties. All these numbers represent keepers only. Larger fish started to show Sunday and a 2½ pounder took Sunday's pool to prove it.

From **Sea Isle Sports** word from Ron Feuring was of Sunday's very good flounder fishing in Swift Creek and Scow Creek. Employee Hank Enders had a solid catch of flounder in Swift Creek up to 2¼ lbs. with fish averaging 1½ pounds. Mussel and worm were hook bait and lots of chum was utilized with outgoing water working best.

The **Bluefin Fleet** reported very good floundering on the weekend in local waters on worm, mussel and clam. Fish tickling two pounds took the pools. Heavy chumming was the key to success. Saturday's pool was grabbed by Don Lohel of Houston, Texas, while Massapequa angler Fred Haas took high hook honors. Sunday saw Bronx angler Abe Makufka take the pool with runner-up being Tom Germio, also of the Bronx. The pool



A fine yellowfin tuna taken by Bob Gilles last summer aboard the Freeport charter boat "Nan-Sea."

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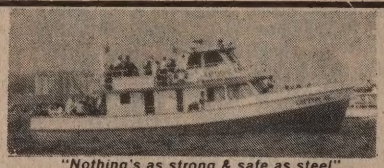

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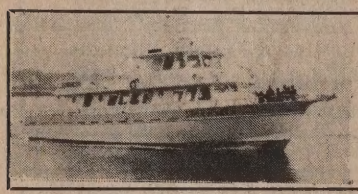

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on the **BF II** Sunday went to Vinnie Staffa, Oceanside and high hook was Tim Cream of Seaford.

The word from Captain Richie Kessinger of the **Starstream** is that on Tuesday's special offshore cod trip prior to the storm, had decent catches and big fish boated. Dennis Mulenforth, Commack, bagged a 48 lb. cod, while Ed Palmer of Merrick hoisted a 40 lb. hake. Pollock were also caught to 32 pounds. Some fares had 10 and 12 fish each. On the regular Sunday trip after the storm, fares picked away all day for a fair catch of cod, hake and ling.

A call from Captain Al Lindroth of the **Captain Al** presented some very good flounder catches. On Saturday's trip, Roosevelt Rogers and Jay Powers totaled 68 good keepers between them. On Sunday, R. Rogers returned again and this time scored wtih 57 flatties all by himself. Runner-up was B. Gasper of Freeport, with 47 keeper flounder.

We hear from the **Capt. Andy II** of good floundering Saturday although the water was still a little muddy from the storm. The boat fished mainly in the back where things were cleanest. Sunday's fishing was fair in the back and at the inlet, with fish ranging from midgets to 2 lbers. The skipper said there were a good number of decent sized fish and they are spread over many areas.

Swinging over to **Pt. Lookout**, the report from **Ed's Fishing Station** was that on Tuesday, prior to the storm, 45 flounder was the body county for Bob Wiegand, Tom Mitchell, Tom Williams and Frank Manero fishing buoy 17 with worms and mussel. The first three-quarters of the flood tide produced best. Also on Tuesday, Jim Howel, Bill Matarzo and Tom Sabella had 39 flounder fishing the flats and buoy 17. Incoming worked best. Decent fishing was also had Saturday and Sunday by the rental skiffs, with best results during the last three hours of the flood and on the swing. Good catches were also made at buoys 17 through 20. The fish are THERE said Marilyn, but mussel chumming must not be overlooked.

From the two trip a day flounder boat **Captain Bill** we heard of Tuesday's catch of 27 flounder for Roosevelt Rogers. Saturday and Sunday's fishing was fair in the inlet with the water recovering, but still dirty and grassy. Billy said the fishing bounced back over the weekend and the fish are definitely still around, not having been scattered by the storm. He noted that on Sunday's PM trip, the sizes were very good.

The charter boat **Marie III** on Sunday fished the Double T Fishing Club working up and down Reynolds. A good catch was made from throw-backs to 2 lbers. Twenty-three was high hook for Steve Kearny and catches averaged 10 to 15 keepers a man. Mussels worked best, followed by worms and the ends of both tides seemed to be most productive. The skipper says he still has a few choice

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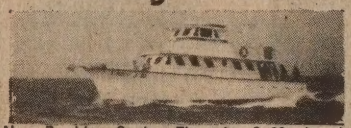

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Captain Ron of the **Miss Point Lookout** also on a 2 trip per day flounder schedule said that prior to the storm fishing was good with high hook Tuesday being 17 flounder. Bill Gajewski of Bayside took the pool on Monday and Rich Cogdal took it on Tuesday. The next time the boat sailed was Saturday, which saw fair catches. On the AM trip, regular Mike Mica had 15, while Andy Nelson of College Point took the pool with a 2¼ lber. Sunday was a pick in the morning, with Paul Gardyn taking the pool with a 1¾ lber. The PM trip did better, with high hook 18 flounder. A lot of fares had catches around 15 as evidenced by Bill Frolich of Levittown with his 15 nice fish. Regulars Fred and Peg had 18 between them and their nephew took the pool with a 1½ lber. Ron said a lot of new fish are arriving in the inlet.

Word from **Scotty's Fishing Station** told of Sunday's catch of Al Birch and friend Joe, who managed 50 good flounder from 1 to 1½ lbs. fishing Reynold Channel's buoy 17 on mussel and worm. Frank Slinko, Joe Lemir, and Bill Vollmerdind accounted for 42 flounder from 3/4 to 2 lbs. fishing buoy 17 and Middle Bay.

In Baldwin Harbor, Jan at **Thompson's Deli and Fishing Supplies** told of a good start for the season in her area. Fishing in Millburn Creek on the Freeport side, Ralph Fritzman totalled 6 flounder from 1 to 1½ lbs. on bloodworms fishing the ebb on Sunday. Jan also had heard good reports of flounder at the mouth of Millburn Creek (Baldwin Bay). Jan said the store is officially open with all bait, tackle and necessary eats.

The word from **Beckmann's Tackle** in **Lynbrook** was that two of the Jones Beach piers were casualties of the storm and have been washed away. Charlie heard this from two customers so we pass this info along to you. He advised that the Pt. Lookout piers were productive for flatties on the weekend as was the Woodmere Bay area. Another hotspot was the various creeks feeding into Reynolds Channel from the north.

A call from **Long Beach Sports Marina** advised that they are now open for the '84 season with skiffs in the water and bait and chum ready.

Al at **Reynolds Reef Fishing Station** in **Atlantic Beach** told of good floundering on mussels and worms at buoy 5 east of the Atlantic Beach bridge, the creeks around Duck Point and off the Magnolia Blvd. pier. Al also had reports of solid catches of whiting at Ambrose.

NEW YORK BIGHT

We learn from **Skippy's Bait and Tackle** that due to the storm and the moon floundering in his area of East Rockaway has been "so-so" on the weekend. It is, however, improving day by day. Sizes are good, but Skippy says the quantities are only

fair. John Mamoney of East Rockaway fishing the Duck Point area had flatties to 2¼ lbs. Skip also knew of some spring cod being caught inshore in 40 feet of water on open bottom.

Out of **Howard Beach** the open boat **Capt. Mike** had a high hook Saturday of 45 keeper flounder for Fred Peshla of Maspeth. All fish were good sized that day. Sunday saw Laura and Leslie Lizzul of Richmond Hill with 42 keepers. There were a lot more throwbacks Sunday. Mussels work best, then worms. There was plenty of action on all drops which were made from the trestle on east. Fishing was in 10 to 12 feet of water and heavy chumming was vital. Beginning of the ebb was best. Pool fish ran over 2 lbs. and the general run of fish averaged 3/4 lbs.

IN Jamaica Bay **Cross Bay Bait and Tackle** said both north and south channel bridges were jammed with anglers Saturday and Sunday with lots of flounder being taken from both bridges on all moving tide on worms, fish going to 1½ lbs.

As for the **Sheepshead Bay** activities, a call from the **Elsie K III** advised that the boat is working the Navesink River in Jersey, with high hooks being in the 20s. Mussels and worms and plenty of chum are doing it with fish averaging 1 to 1½ lbs. with things on the upscale every day.

From Captain Tom of the **Pilot II** we also heard of good floundering Sunday with action having bounced back and nearly normal again after the blow. Tom is working his favorite Jersey honey holes, with fish running one half to 2 lbs. on mussel and worm. Some fares are catching into the 40s. Most fares Sunday had 10 to 20 keepers.

From **Mike's Tackle**, Wee Willie also told of lots of flounder being caught by the party boats across the street which are fishing the Jersey shore and also local waters.

North Shore REPORT
with Marty Garrell

The vicious coastal storm of March 29 put much of the flounder action on hold, particularly to the east. Western areas produced well through the weekend. Look for substantial improvement on all fronts in the coming week.

WESTERN SOUND

John Palmieri at **John's Gun** in **New Rochelle** said that shore fishermen were out in force at Hudson Park, Glen Island, and along the Mamaroneck shore over the weekend with a

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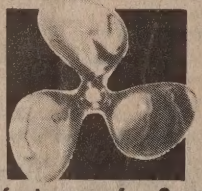

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pick reported.

Jack Rumpf at **Jack's Bait** planned on getting more than 20 rental skiffs out this coming week. Shoreline anglers in the Orchard Beach Lagoon did quite well over the weekend, according to Rumpf. Joe Ferrara, formerly of the **Ebb Tide** is now running the **Sea King**, and he called to detail the flounder fishing up in Oyster Bay. Some 30-60 flatties per fare were the norm with a 70:30 keeper-throwback ratio. Fish that are kept are in the ½-1 pound range and action was good all day during the weekend. The Sea King sails very early, at 6:30AM daily.

Dom Cerbone of the **Apache** told us that Sunday's action was better than Saturday's with some good sized flounder starting to show outside. Cerbone tried the area off Northport on Sunday and made a couple of stops over some larger fish to one pound. Catches were ample and crowds are still light.

John Cacciola and Dave Watt at teh **Glen Cove Sports Shop** said that the whole shore was alive with fish over the weekend. Peacock Point, Hempstead Harbor, and especially Morgan's Park were the standard spots. Although Pryble Pier was difficult to get to, fishing there was good.

NORTH SHORE MID-ISLAND

Ronnie Ferraro at **Ronnie's** in **Huntington Station** reported a lot of small fish with some mixed sizes taken inside at Lloyd's and Duck Harbors. Marshall Field and Eaton's are probably worth trying now as well. Mel and Eileen at the **Greenlawn Sport Shop** also detailed some of the shoreline angling and suggested Mill Basin, Hobart Basin, Sand City as well as Northport Harbor.

Tom Bowman at **Bowman's** saw some fish taken from the town dock in Northport with catches running to ten per person. With the season so late, there just aren't any private boats out yet.

The **Caraftis Fishing Station** in **Port Jefferson** felt fortunate to be spared by the blow. According to their report, there are fat flounder, "all you want" in the ¾ pound class with a few over one pound, at the old bridge site in Setauket. Chumming is essential and 75 percent of the fish are solid keepers.

The **Rocky Point Fishing Stop** said that there was awesome damage in the area but that fishing on Conscience Bay and in Mount Sinai Harbor was picking up. Some flounder had already been spotted around the Shoreham screens before the hurricane. Ralph Davenport at **Ralph's** in **Mount Sinai** expects to have the first ten boats in the water this week with the best flounder action expected around the 20th of the month. One fishing party on the Sound on Saturday managed a few

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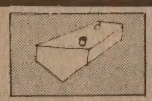
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flounder before puncturing the hull of their boat.

NORTH FORK

Ed Kopack at **Warren's** in **Aquebogue** had no news except that most of the locals were too busy pumping cellars to try flounder. A wry suggestion to try the hole at Peconic Bay Boulevard and Jamesport Avenue was heard as well. The **Mattituck Inlet Fishing Station** got through the storm without much damage and got a boat out on the sound Sunday to open the season. All bait including clams should be on tap there next weekend.

Phil Loria at **Capt. Marty's** lost only one boat in the three foot flood that inundated New Suffolk. After fetching the boats from local roads and fields, the station managed to get one boat on the water Sunday. It's time to clean up the mud and start on Robin's Island flounder. The first catch of eight was reported from the South Race before the storm.

Ace Cottral at the **Port of Egypt** was troubled by five inches of water in the store but helped some marina boats go flounder fishing over the weekend. On Saturday morning's incoming, one party managed 20 fish over a pound off the windmills, East Marion. The **Port of Egypt** has bait and will have boats available for the last weekend of April.

Art White at the **A.P. White Bait Shop** in **Greenport** returned from Florida just in time to clean up and avoid losses from the mud and water. Open for business with all bait in stock, White feels that the water will be warming after the easterly blow and that this could be a good week once things have settled.

With filthy water to deal with over the weekend, neither Dave Brennan of the **Peconic Star** nor George Porter of the **Brand X** expected too much on their maiden voyages over the weekend. Fishing amounted to "forcing it" with fish taken on dead lines, but the few flatties that were found in Dering Harbor and off Conklin's Point were quite acceptable in size for such early fish. A couple pushed an honest 1½ pounds, and John Scanlon of the **Tuna** was rumored to be showing off the carcass of a much bigger flounder.

Richie Jensen of the **Nancy Ann** had to fish very hard all day on Sunday to make up a 50 flounder catch for eight, although there was one "shot" of 25 fish together. Saturday's tally was 34 for three, so fish are showing but the area "isn't red hot yet!"

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . –0 50 is listed under "On SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	10:10	10:20	10:55	11:15	10:30	10:45	11:45	11:55	12:55	1:25	1:05	1:40	10:10	10:30	4/5
FRI.	10:55	11:05	11:40	—	11:15	11:35	—	12:30	1:40	2:15	1:50	2:25	10:55	11:20	4/6
SAT.	11:45	—	12:00	12:30	—	12:10	12:45	1:30	2:25	3:05	2:40	3:15	11:50	—	4/7
SUN.	12:00	12:45	12:55	1:30	12:30	1:10	1:40	2:35	3:20	4:00	3:35	4:15	12:20	12:55	4/8
MON.	1:05	1:55	2:00	2:35	1:35	2:20	2:50	3:45	4:20	5:10	4:40	5:20	1:25	2:05	4/9
TUES.	2:15	3:10	3:10	3:45	2:50	3:40	4:00	4:40	5:30	6:25	5:45	6:25	2:30	3:05	4/10
WED.	3:30	4:15	4:15	4:55	4:05	4:50	5:05	5:45	6:45	7:45	6:55	7:30	3:35	4:05	4/11
THURS.	4:35	5:15	5:25	5:55	5:15	5:45	6:05	6:40	8:05	8:45	7:55	8:25	4:35	5:00	4/12

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink River	+1 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehobeth Beach	–0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	–0 07
Mattituck Inlet	+0 05
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor entrance	–0 08
Milford Harbor	–0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	–0 03
Saugatuck River entrance	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	–0 14
Montauk Inlet	–0 25
Montauk Point, north side	–1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	–0 33
Noank, Mystic River ent.	–0 23
THAMES RIVER	
Smith Cove entrance	–0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	–0 10
Execution Light	-0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rochelle	–0 24
Davids Island	–0 02

On Breakwater Harbor

CAPE MAY POINT	–0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	–1 10
Tiverton (between bridges)	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Hbr. of Refuge	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 4/5	5:36	6:30
FRI. 4/6	5:35	6:31
SAT. 4/7	5:33	6:32
SUN. 4/8	5:31	6:33
MON. 4/9	5:30	6:34
TUE. 4/10	5:28	6:35
WED. 4/11	5:26	6:36

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 4/5	7:45AM	10:49PM
FRI. 4/6	8:22AM	11:54PM
SAT. 4/7	9:07AM	—
SUN. 4/8	10:02AM	12:55PM
MON. 4/9	11:06AM	1:52PM
TUE. 4/10	12:17AM	2:40PM
WED. 4/11	1:32AM	3:22PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
4/1	4/9	4/15	4/23

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	7:35	1:25	8:05	1:50
Fri.	8:30	2:20	9:00	2:45
Sat.	9:25	3:15	10:00	13:45
Sun.	10:30	4:15	10:55	4:40
Mon.	11:25	5:20	—	5:50
Tues.	12:05	6:15	12:25	6:40
Wed.	12:55	7:05	1:15	7:35
Thurs.	1:50	7:55	2:05	8:25

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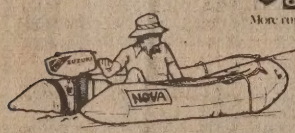
BOATS & MOTORS

20' SHAMROCK Pilot House 380 hrs. VHF radio, trim tabs, outriggers & much more. Galv. Shoreline custom trailer inc. Must sell. Asking $14,000. 212-796-5177.

SPORTCRAFT—15' thru 30' in stock at fantastic savings. Immediate delivery. HOBBY LAND MARINE, Hampton Bays, NY. 516-728-4313.

MERCRUISERS—427 cu. in., 325 hp, FWC, 1500 hours. Recent valve job; compl. w/transmissions, 1.5:1 reduction gear. Pair $2500. Eves: 212-222-4658.

SUZUKI OUTBOARDS
More fun for your money.



SUZUKI Outboards—MC KEE CRAFT Boats—Inflatables: Sea Eagle, Nova & Ampac. Combos avail. Summer dockage avail. Marine supplies. KREMER'S BOATYARD, Seaford. 516-221-8877.

CRUISERS 1982 Sea Devil, 25', 230 hp Sea Drive. Low hrs. Loran, DF, VHF, galley, swim platforms. Many other extras. $22,000. 516-795-2308 Wknds. 516-747-0117 Eves.

45 CHARTER/Party Boat. Certified 1-40 + 2 passengers. 671 Diesel, Si-Tex recorder, radar, VHF, CB, flush deck, night lights. New CG hull inspection 10-83. Boat working now. Must sell. $19,500 or Best Offer. 516-422-2326.

STEIGER CRAFT 21' cuddy. Built on L.I. for L.I. waters." 16 Dory's, 18 & 21 center consoles. STRONG'S MARINELAND, Rt. 25, Mattituck. 298-4020.

WANTED: Evinrude, Johnson, Mercury O/Bs. Any condition. Will pick up. Used parts available. 516-981-6487.

1983 AQUASPORT 286-XF, Twin 255 Commanders, FWC, tuna tower w/controls, Lee outriggers w/spreaders, Pompanette fighting chair. Full canvas, radar, Loran, Chromascope, SSB, chart recorder, VHF/FM, CB, Hailer, ADF, burglar alarm. Good FD windlass. Plus much more; too much to list. Call for details. 212-549-1050.

AQUASPORT 20' Walkaround, Johnson 235, SS Prop, trailer. All 1981 swim platform, radio. All instruments. Mint. $14,500. Days: 212-843-7777. Eves: 516-843-7777.

30' OLSEN SF built 1975 wood; T-215 hp FWC FB Bimini; 180 gal. Monel tanks. Excl. cond. Outriggers, spreaders. Make offer. For details Eves: 201-985-2458. Days: 212-930-2388 or Olsens Yard.

1981 SILVERTON 31' Sportfish, Tw. 225 FWC. Never fished. Loaded; immaculate. 200 hrs. Days: 212-255-5454. Eves: 516-842-1294.

CHRYSLER slant six, 155 hp, Marine eng. Low hrs., excl. cond. $700. 914-783-2145.

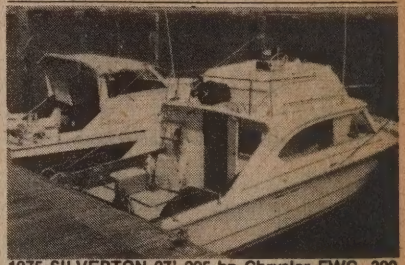
FOR SALE: $3500
16' DURANAUTIC Aluminum sboat. 40 hp Mercury motor, galv. trailer & equipment. After 5PM. 775-0635.

1958 EGG HARBOR FB SF, twin FWC Chryslers, fighting chair, CB, VHF, DF. Excl. 516-981-3053.

AQUASPORT 17'-28'. MARINELAND—the small boat specialists. Bronx, 212-824-4000. Mattituck, 516-298-4020. Long Beach, 516-889-5000.

QUALITY GRADY WHITE BOATS:
1983 Grady White, 25' Trophy, Demo. Hard top/radio box; full hard-top canvas, H.T. rod holders, Porta-Potti, chain pipe, Binn control pkg, w/wiper, 4 flush r/h, outriggers & spreaders, anti-foul bottom, 2 batt. & batt. switch, fuel primer pump, tach, voltmeter, fuel & trim gauges, twin 1983 150 hp Johnson O/B, 223 gal. cap. Long range fishing machine-$36,795.
1982 Grady White Tournament, dual console; 22', 80 hrs. 170 hp OMC I/O, full N/T, night cover. Loaded-$17,595.
1977 Grady White 204-C, 20' 4" w/aro cuddy, twin 75 hp Johnson, new Canvas, "Cream Puff," full CG pkg., VHF-$11,950.
1983 Grady White Tarpon 19', dual console. Full canvas, VHF, CG pkg., 115 hp Johnson-10 hrs. Many extras. $14,500.
1983 Grady White Tournament, dual console, 170 Mod, "display model," 60 hp Johnson-new. Canvas, compass, lounge seat, swivel seat; 5 pass. cap. Flush r/h, horn, batt. Turn key & go-$9250. Ask about other horsepower options!
COME SEE our new 1984 Privateer, Volvo 125 hp I/O, FWC 21' 6"-8' 4" Beam. This is only place to go "Wen-U-Wanna-Buy-A-Privateer.
1983 Privateer 16' center console, display model. Binn ctl. pkg, w/new 1983 35 hp Johnson-$5275.
See Our complete lines of DELL Quey:
1983 Dell Quey Dory 11' display model. Hardware, lights, console & steering, 25 hp Johnson-$3975.
1980 Chris Craft Scorpion Mod. 211, 21' boat & eng. Compl. recond., new canvas-$13,995.
1976 Marquis 19', 115 hp Johnson; canvas-$4000.
13' Dell Quey 1983 35 hp Johnson, swivel seats & benches. Full bow, custom spray hood, rod holders. $4300.
EDDIE'S MARINE SERVICE, 210 Beach 2 St., Far Rockaway, NY 11691. 212-327-3168.

CUSTOM 27' Olsen, Ford 255 FWC. Low hrs. Red cedar hull. Mint cond. Stern tiller & controls; custom built tackle cabinet, trim tabs. Full enclosure. Perfect inshore boat. $8500. 212-815-7160 Days.



1975 SILVERTON 27' 225 hp Chrysler FWC, 300 hrs. VHF, DF, compass. Bimini top, 110 dockside. Many extras. Excl. cond. $11,900. 516-872-3195.

1981 RENKEN 18' B.R. Volvo Penta 125 hp, FWC, 270 outdrive. Full canvas; VHF. Highlander trailer, p/w. Many extras. Asking $5000. 516-488-1931.

SEA OX 1981, 1981 Shoreline Trailer. Many custom features. Like new; hardly used. $4395. 516-623-1639.

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KARP MARINE AGENCY
SEABOATS
209 EAST BAYBERRY ROAD
ISLIP, N. Y. 11751

1968 41' Hatteras, GM 8/53s, low hrs. Tower, electronics, awigrip, mint.
1966 41' Hatteras, GM 8/53s. Loaded.
1968 30' Chris Craft Skiff, GM 4/71, 500 hrs. Mint, fast.
1982 26' Fortier, 140 hp diesel, custom
1966 26' Stamas. New Volvo diesel
1965 36' Steel Lobster/Work, GM 6/71, elect. & pots.
$976 30' Scopinich Glass Fisherman, 1982 200 Perkins, electronics. Quality Sportfish Listings Needed.

1980 AQUASPORT 19' 6", 1981 115 hp Mercury O/B. Low hrs.; electronics, Ritchie compass, custom canvas, dual batt., Penn downriggers, 2 winter covers & framing. Bought new; professionally maintained. Immaculate. Days: 212-808-8820. Eves: 914-337-8304.

SEA OX 17'-23, CC & Walkarounds. Phoenix 27'-38'. Stamas 24'-32' cabins & walkarounds. Glassport 17'-20' Runabouts. Johnson motors, 2-235 hp. Most models in stock. You'll love our prices. Used by USCG—shouldn't you own one too? STEIN'S BOAT & MOTOR SALES, Sayville, NY. 516-567-3313.

1974 EGG HARBOR 30' Sportfisherman, Rblt. 225s. New tanks. Canyon rigged. Good cond. Call for specifics. $30,000. 422-4441.

1983 21' SUCCESS, 470 Mercruiser I/O. Used 9 hrs. Excl. cond. Many extras. Galv. trailer, P/Winch, buddy bearings. $13,000. Evenings: 589-7098.

EVINRUDE® MAKO Grover built DIESEL CUSTOM DIESEL POWER
★ WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL
AL GROVER'S (516) 378-0510 AL GROVER'S (516) 378-0510 AL GROVER'S (516) 378-0510

1976 BERTRAM, flybridge, SF, twin F.C.W. 165 hp Merc. I/O, 389 hrs, VHF, dig. DF chart rec., flow meter, totalizer, eng. sync., electronics 1983. Four batt., batt. isolators, T/T, SW washdown, auto. anchor, pressure water, shore power. Full Bimini encl., screens, SST props 1984, 2 downriggers. Excl. cond. throughout; boat on L.I. $30,000 Firm. Only serious offers. 201-666-8974.

1982 RENKEN 21' Cuddy cabin, 120 hp, OMC. Full canvas, Porta-Potti, compass, rod holders, extras. Must sell. $9500. 212-529-0856 Eves.

SUZUKI Outboards & Ampac Inflatables. Great combination. Avail. at DON'S MARINA. Call for appt. 516-399-3330.

PACEMAKER 1973 26' Sportfisherman, Flybridge, dual station. Sleeps 4. VHF, DF. Fully equip. Yard maint. Asking $12,500. 516-889-1213.

72 SPORTCRAFT HT 25' 215 E I/O, cuddy cabin sleeps 3. Galley, pvt. head, CG pkg. Excl. cond. Must sacrifice; bought new boat. $7000. Leave message at 212-641-2837.

1981 HYDRA SPORT 2100 center console Kevlar, 120 gal. fuel tank, teak seat & tackle chest. Lee outriggers, Lee rod holders, MEICO Loran C, 55 channel, VHF, Lowrance digital, Eagle Mach I chart recorder & much more. 200 hp Johnson w/SST Prop. Caulkins galv. tandem trlr w/brakes & power winch. Mint cond. $17,000. 203-628-2117.

'75 CHRIS CRAFT Lancer. Fiberglass cuddy; all electronics. 307 engine w/Volvo outdrive. Rigged for fishing. Many extras. Excl. cond. $7500. Eves: 516-798-1541.

THE ULTIMATE Offshore Pocket Sportfisherman: 1983 25' Hydra-Sport, stand-up cuddy walkaround, Deep V, Kevlar hull, '83 235 hp Evinrude. Boat & motor under warranty. Canyon range w/165 gal. fuel tank. All new electronics incl. Raytheon 750 Loran, Lowrance X-15 recorder, commercial ICOM 80 waterproof VHF, Lowrance digital w/alarm & water temp gauge, 5" stainless binnacle mounted Ritchie compass, custom windlass, recirculating live well, washdown pump. Full canvas, teak pulpit, hydraulic steering, 18" Bennett trim tabs, tackle drawers; 4 X-large fish boxes, Iperb, spotlight, portable fighting chair, portable swim plat.; dual batt. system, rod holders & racks. Cost $32,000 in '83. Immediate Sale—best offer over $25,000. 516-483-9649.

SHAMROCK KEEL DRIVE—20' & new 26' hardtop, gas or diesel; 3 models. Also Mako & Cruiser, Inc. Demo avail. SOUTH SHORE BOATS, 516-288-2400/728-0922.

1982 AQUASPORT 20' Walkaround cuddy cabin; 150 Merc., Loran, VHF, recorder, compass. Bimini; CG equip. $13,000. ERIKSENS, 516-766-3332.

26' PACEMAKER Wahoo 10' beam, 270 Crusader C/C, cuddy, legal head. Full elec. 212-474-6422.

1982 45 hp. Chrysler O/B, elec. start, control arm. Immaculate. Used one season. $1200. Eves: 212-645-3314.

SEA OX 170, cent. console, new, 70 hp 1984 Johnson, Bimini top, Binnacle controls. $6995. GLEN COVE MARINA, INC., 516-676-1377.

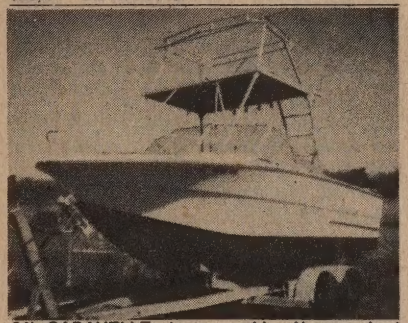
CHRYSLER OUTBOARD MOTOR CLOSE OUT. Entire dealer stock of 1984 Chrysler O/B Motors w/2-year warranty to be sold at Below dealer cost. Prices too low to print. AERO MARINE, 516-431-5061.

1977 22' CRESTLINER I/O 260 hp Mercruiser. Excl. cond. 90 gal. gas tank, Loran, paper recorder, sea temp gauge, VHF, gin pole. Many, many extras. $11,300. 212-343-5226.

JOHNSON Powered Aluminum boats. Duranautic or Lund; 16' w/1980 Johnson 15 hp O/B. 12 months limited warranty on motors W/new Calkins trailer-$2000. Complete. PORT OF EGYPT MARINE, Southold. 516-765-2445.

1968 BERTRAM Flybridge Sportfish. Radar fish equip.
1968 Bertram Bahia Mar, tower, twin 225. Ready to go.
1968 37' Viking, wood. Fishes well.
1955 34' Wood motor sailer.
1979 21' Cruiser, I/O.
1964 25' Trojan
1980 246 ccc Aquasport.
1979 21' MFG, I/O.
1974 36' Chris Craft Sportfish, 555 Cummins.
1970 38' Bertram Tower, Rybo chair, 2-853 GMs majored.
1981 32' Blackfin, turbo cats. Loaded.
1974 28' Luhrs Sedan, 225 Chrysler.
25' Bertram Hardtop twin I/O.
1974 Sea Ray Weekender I/O.
34' Owens Hull lobster-type, 671n, radar & Loran.
1973 30' Egg Harbor. Everything's on it; ready.
26' Bluefin, 1974. Tower; new engines.
1978 25 Black fin combi - teak, new 1982 engine.
We need listings.
Call SEA JAC BROKERS, Jacksons Marina, 728-4220. Tom or Chris.

1966 28' PACEMAKER, Flybridge Sportfisherman. Dinette, stove, sink, icebox, stand-up head, VHF radio, 350 Daytona I/B. Wired for 110v. Sleeps 4. New transom 1983. In water; excl. cond. $2800 516-431-7915.



24' CARAVELLE, tower, cuddy. New engine/sterndrive. Outriggers, radios, extras. With trailer. $6500. Eves: 516-399-2681.

MERCURY 25 hp, long shaft, elec. start, generator, control box. Less than 10 hrs. $1095. 516-536-2382.

$446 Buys New 12' Fiberglass fishing boat. BURCK, 526 City Island Av., Bronx, NY. 212-885-1559.

73 30' TROJAN F/B Sportfish Fiberglass, twin 215 hp Mercruisers. Dual steering, tabs, CB, Horizon VHF, Lowrance chart recorder, Si-Tex Loran. New carpet & curtains. Fast & economical. $19,000. 212-253-9162.

ATTENTION: Mercruiser owners. Spring commission special: O/D mounting gasket sets, SS power trim hoses, gimbal bearings, water pump parts, trim zincs, etc. All 25% off list price. Also avail. rebuilt trim cylinders-$65 w/exchange. Trim cylinder electrolysis insulators-$16.95 pr. For further information & prices call or write: ROSATO'S MARINE, 37 Beach Av., Copiague, NY 11726; 516-842-2030.

TOPAZ 1978 28', Twin 228, radar, Loran, recorder, VHF. Full encl. Arch. Mint. $32,000. 914-668-2843.

$664 Buys 83 New Evinrude 4½ hp Long Shaft O/B Motor. BURCK, 526 City Island Av., Bronx, NY. 212-885-1559.

31' SILVERTON 1978. Convertible twins 220 Crusaders. New Si-Tex DF, VHF & canvas. Asking $37,000. After 6PM: 212-224-4162.

1980 26' GROVER, Fiberglass, 6 cyl. Ford Lehman diesel. Head; sleeps 2. Low hrs., new full canvas. Excl. cond. Must sell; bought bigger boat. $23,000. 914-834-0764 or 212-734-3762.

1982 22' GRADY WHITE Tournament SeaDrive custom encl., console cover, elec., live baitwell, SW Washdown, dual batt. Mint cond. $20,500. 516-728-4730.

PRE-OWNED OUTBOARDS

All of these outboards have been taken in trade, thoroughly gone over & put into excl. cond. All come with minimum 30-day guarantee. 1975 58 hp Mercury, elec., rebuilt Jan. '84; 1978 140 hp Johnson. Exceptionally clean. 1981 225 XLPT Mercury, new power head March '84. 1982 235 hp Evinrude. New power head, 1983; 1981 200 hp Johnson. Like new. BURNETT BOAT-EL, Bay Shore, 516-968-5213.

WANTED DEAD OR ALIVE

Cash for Johnson, Evinrude Outboards. Used parts & motors avail. 516-727-7473.

38' SHAG HARBOR

"Down East" style. Perfect boat for running in the ocean, fishing, lobstering, commercial or charter work. Ford Lehman Turbocharged 160 hp diesel w/only 300 hrs. Extras incl. air conditioner, VHF radio, depth sounder & newly installed EPSCO color chromascope fish finder. $18,500. 914-636-8444.

26' WAHOO by Pacemaker. 10' beam, walkaround raised center console cuddy cabin. Sleeps 2. Private stand-up head. Tuna tower; new 270 hp Crusader, new prop. Economical, excl. fisherman & family boat. Like new-$14,500. 516-331-4380.

1975 MAKO 17' 85 Merc., EZ Loader trailer. 1983 7½ Merc. kicker, dual batt. w/switch, compass, VHF, CB, spray hood, mooring cover, 2 fishing chairs. Much more. Excl. cond. $7500. 516-726-7548 Wkdays 9-5.

FISHING BOAT SPECIALS

25' 82 GRADY WHITE 252 Swordfish, w/twin 26L Sea Drives. Excl. cond. Tower; loaded.
25' 81 Grady White 254 Kingfish w/twin 470 Mercruisers, tower. Loaded
25' 79 Grady White 254 Kingfish, twin 470 Mercs., FWC, tower. Loaded.
24' 83 Grady White 240 Offshore w/235 hp Johnson. Like new.
22' 82 Grady White 225 Tournament, w/OMC 26L Sea Drive.
24' 81 Aquasport 246 Family Fish, OMC 260 I/O, custom canvas & much more.
22' 79 Aquasport 222 Family Fish, Merc. 470, FWC I/O.
19' 6" 81 Aquasport 196 Family Fish, 83 Johnson 115 hp O/B.
HOBBY LAND MARINE, Hampton Bays, NY. 516-728-4313.

1981 SPORTCRAFT 170 Fisherman, 80 Mariner power trim/tilt, console cover, depthfinder, compass, gauges, anchor w/line, fire ext., life jackets, swivel seat, bilge pump, batt. w/switch, VHF, fuel filter. Like new cond. $6900. Eves. 516-432-5103.

AMERICAN BOAT LISTING has exclusive listings of Boats For Sale by Owners throughout New York, New Jersey & Conn. All types of boats: power & sail—runabouts to cruisers. No Brokers involved/never a commission. New listings always welcome. Call today: 516-379-6278.

34' SILVERTON 1980. T/250 Chrys. FWC 390 hrs. Flo Scan fuel meter, synch, dual batt., sea water temp, SW Washdown. Micrologic Loran-C, VHF, RDF, flasher/recorder. Equip. for offshore fishing. 22' Lee outriggers, gin pole. Pompanette fighting chair; plus much more. Loc. Montauk Lk. Must sell due to relocation. $49,500. Days: 212-340-0264.

EVINRUDE CLEARANCE SALE

NEW: 2, 1983 150 hp, 25"-$4500; 1, 1983, 140 hp, 20"-$3900; 1, 1982 35 hp 15"-$1350. Used: 2, 1981, 175 hp 25"-$2900; 1, 1981 235 hp 25"-$3500; 1, 1981 35E, 15"-$950. SHELTER COVE MARINA 212-822-3054.

Continued On Next Page

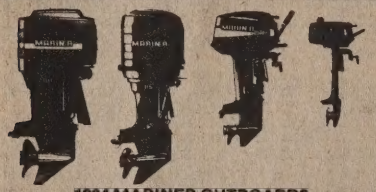
ALL 1984 EVINRUDES—Sale prices w/extended warranties. MARINELAND, Long Beach, 516-889-5000.

1981 Evinrude 90 hp. Low hrs. Stainless prop & harness. Excl. cond.; will demo. $2100. 516-536-8479 Eves.

65' PARTY/CHARTER BOAT for Sale. Asking $75,000. After 5PM: 212-848-1329.

29' LUHRS SF fiberglass. New 330 hp Chrysler, VHF, CB, dig. DF. Documented comm'l fishing. 516-587-8139. Eves.

23' THUNDERBIRD cuddy cabin; cathedral hull, 160 Mercruiser I/O rebuilt 83. Depth recorder, compass, CB, outriggers, dual batt. Must sell. 516-242-3821.



1984 MARINER OUTBOARDS
2-$335; 4-$530; 5-$640; 8-$810; 9.9-$1055; 15-$1150; 25-$1350; 30-$1405; 40-$1555; 50-$2095; 60-$2440; 75-$2805; 90-$3030; 115PT-$3755; 150PT-$4390; 200PT-$4870. Price incl. delivery to you. Only NJ residents add 6% sales tax. SPORTS MARINE, 201-736-3909.

1974 23' SEA BIRD center console, '81, 235 Evinrude. Lo hrs. Dual batt. switch, live bait well, 75 gal. built-in fuel tank, VHF radio & depth recorder. $8000. 1976 200 hp Johnson; lo hrs. Excl. cond. $2000. 516-598-0044.

40' WOOD Boat modified Chris Craft, Lehman diesel 2½ gph w/electronics. Working as dive boat. $5000. Eves: 212-241-0046.

ULRICHSEN 29' Flybridge Sportfisherman, 270 FWC Crusader. Galley, head, dinette. In water. Extras. $9750. 516-587-5822.

18' GLASPAR Fiberglass Bow Rider. New full canvas. Needs OB; tilt trailer. Both excl. $1100. 212-849-1048.

20' SEA CRAFT cuddy, 175 Evinrude. Full canvas; Shoreline Trlr. More. Mint. $10,500. Days: 516-798-1016.

55 hp Evinrude, 1981 Commercial O/B. Only 2 months use. Virtually new. Best Offer. 754-2202.

EVINRUDE

NEW 1983 EVINRUDES 1983
2-$305; 4-$495; 7.5-$740; 9.9-$960; 15-$1060; 25-$1260; 35-$1410; 50-$2100; 60-$2250; 70-$2500; 90-$2800; 115-$3100; 140-$3800; 150-$4300; 175-$4750; 235-$4900. ELECTRA MARINE, INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere.

BOATING EQUIP.

CHRYSLER Slant Six Engines-2; 155 hp. One good running cond.; one needs valve job. Both w/ transmissions & spare pumps & belts. $475. 516-868-8068 Eves.

23' SCOTTIE CRAFT cuddy cabin. New top, side curtains; controls, Horizon VHF, CB, Stereo. Anchor davits, Sea Temp, depth recorder, T/T, 2 batt. & switch, 2 bilge pumps. Many extras. 2-yr-old 350 Crusader, rebuilt Volvo outdrive 1984. Very economical. Good cond.; will Demo. Asking $6800. 516-868-8068 Eves.

MURRY Big Tuna Chair. Murry Like Big Chair, SSB 80 Westmar Sonar. 728-4220 Tom.

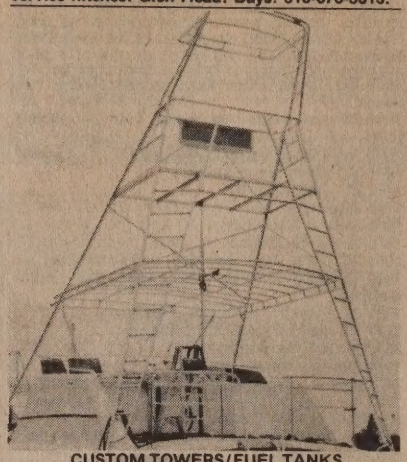
RADAR, Loran, autopilots, VHF, SSB, fish recorders. Sales & service most major brands. Custom installations. MARITIME COMMUNICATIONS, INC., 377 Woodcleft Av., Freeport, NY. 516-623-4421.

FISH WELL—Solid teak top. Lists for $1571. Sell-$700. Two used Perkin 160 hp, needs parts & work. Seasan SeaFarer Radar paper recorders-several. Call bet. 9 & 10:30 AM. 728-4220.

BOAT TRAILER REPAIR. Complete w/all new galvanized parts. FAZIO MFG., INC., 1121-16 Lincoln Av., Holbrook, NY 11741. 516-563-2263.

Gemtronics Chart recorder, Model G.T.103: white line w/flasher, transducer, instruction book. Zero hours since factory service. $185. Eves: 212-324-4627.

BOAT TRAILERS E/Z Loader brand. Sales, service hitches. Glen Head. Days: 516-676-5313.



CUSTOM TOWERS/FUEL TANKS
Manufacturers of custom aluminum & stainless steel Marine Products. Catering to the discriminating fishermen. Call for information on our extensive line of marine accessories. MARINE WELDERS, 516-563-1999.

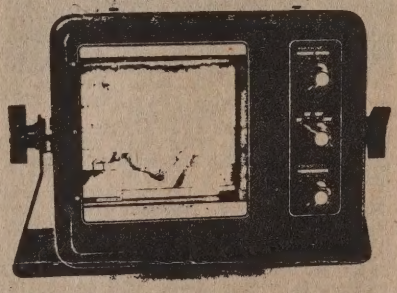
20% Off List Price on all Evinrude & Johnson propellers. BURCK, 526 City Island Av., Bronx, NY. 212-885-1559.

CARBURETORS, starters, alternators. Rebuilt on premises. Free bench check. Same day service. CRAFTSMAN, 268 Rt. 109, Farmingdale across from Republic Airport. 516-752-1259.

ELECTRONICS—VHF, CB, depthfinder & white line recorder. Complete pkg. All working. $325 Firm. 516-289-4226.

WANTED: Used Fighting chair—Murray, Rockaway, etc. 516-728-8761.

LOWRANCE



MODEL LRG-1510B

TRULINE RECORDER
All Stainless Steel. Used only once; like new. Includes transducer, 5 rolls paper. $395. 516-868-9285.

BOAT TRAILERS FOR RENT: Single & Tandem Axle. Daily, weekly, monthly rates. Temporary & permanent hitches for Sale or Rent. BARN TRAILER SERVICE, 57-06 B'Way, Woodside, NY. 212-426-7039.

CBs, Cobra #19XS, $49. Cobra #18LTD-$59. Shipping $6. VISA, Master Amex accepted. 201-437-0402.

DUAL STATION LORAN—Raytheon 3000 & Navtech 1000 combo. Checked out & in perfect cond. $800 for both stations. 516-728-0390.

Custom Marine wood work. No job too small. Teak step pads, instrument enclosures, cabinets, etc. After 5PM. 516-623-1639.

Electronics Pkg.—standard VHF, Cobra CB, Mecca 6" white line chart recorder. Complete pkg. only. Make offer. 516-567-9249.

COX BOAT TRAILERS—Direct factory purchase pricing: 12'-$299; 14'-$320; 15'-$350; 16'-$385; 17'-$410; 18'-$530; 20'-$685; 22'-24'-26' avail. Roller cradles, galvanizing, or brakes optional. North Jersey. 201-736-3909.

NEW MUSHROOM MOORING ANCHORS—50c/lb.; 150 lbs.-$75; 250 lbs-$125; 350 lbs.-$175. Days: 757-0339. Eves: 698-2326. Picked up with this ad.

T-TOPS Stainless steel & teak. First quality vinyl or acrylic top fabric. Installed or kit form. FOREAN KUSTOM, 549-9489.

TRAILER HITCHES—The most complete Draw-Tite line of Class I & II hitches in stock on Long Island. Sales, installations & service. TOM CASH WELDING, Lake Ronkonkoma. 516-JU 8-6143.

Lee aluminum outrigger poles: 22' w/Spreader, 2" socket. $125 pr. Days: 201-437-3099. Eves: 201-272-6527.

FISHING TACKLE

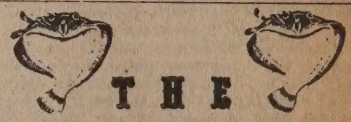
Custom Spinning Rod 7' 6". Med. action w/650 SS Penn reel. Used 4 times. Cost $160; sell $80. 516-826-2173.

S.E. BOGDAN Custom salmon & saltwater fly reel, Model #2. Never used. $200. 212-738-5913.

EDELMAN'S Sporting Goods. Buy new tackle at used prices. Huge inventory. 7 days. 516-249-8080.

AMBASSADEUR Reels: 5000-$37; 5500-$38; 5600-$36. All new; Gralite waders, size 10, like new-$70; 10½' Ugly Stik blanks-$13. More; must sell. Mike, 516-757-8160.

FISHING TACKLE GARAGE SALE: New & used rods, reels, lures, lines, electronics, electric motors, accessories, etc. Saturday, April 7th & Sunday, April 8th. 9AM-2PM. Call 201-334-8059 for directions.



THE YELLOW DOUBLE-HEADER SPREADER

Catch doubles this season. This fine spreader includes: Machine-Wound Chestertown hooks, yellow spreader & sinker clip. Sale: 2 for $2.15; 3 for $2.75. Add 40c for P&H. Send to: GEORGE CARDEL, 93-08 Francis Lewis Blvd., Queens, NY 11428.

MACKEREL TEASERS—WHOLESALE
High quality, USA made, 3/0 Limerick hook, 90 lb. swivel, soft blood red tube. $15 pkg. of 100; $130 pkg. of 1000. We pay shipping. Send check or MO to: O.B. MFG. CO., 32 Birch Run Av., Denville, NJ 07834.

AQUA-CLEAR RIGS. All types in stock. Flounder, cod, fluke, weakfish, bluefish, sea bass, porgy, etc. Aqua-Clear—the Clear Advantage. Send for free catalog. C.H. TACKLE, P.O. Box 2194, Vicentown, NJ 08088.

ROD COMPONENTS—Tremendous inventory: blanks, seats, butts, grips, guides, tops, etc. All name brands. "Lowest possible prices." Free instructions. LON WANSER BAIT & TACKLE, 3818 Merrick Rd., Seaford, NY 11783. 516-785-1138.

CUSTOM RODS made to order, by "Dyno Sticks." Quality workmanship. All guaranteed; low prices. 736-1294 or 422-6983.

CATCH MORE FISH....with superior designed saltwater rigs. Send for Free Catalog now! HUDSON TACKLE, Dept. I, P.O. Box 437, Kearny, NJ 07032.

FENWICK RODS: 4 Casting Rods FS80C, FS85C, FS88C, DR82C. Mint cond. Asking $200 all 4. Also Newell reels P220F & P229F-$120, both reels. After 6PM: 212-548-9152.

WANTED: 1 pair outriggers for 25' Bertram. Eves: 518-989-6424. Days: 518-589-6400.

DEALERS
BAY CITY TACKLE'S Silverflex Wire Line combines the softness & flexibility of Monel w/strength & ruggedness of stainless steel at a fraction of the cost. For details contact: Lou Truppi of LNT Assoc., Box 5224, North Branch, NJ 08876.

FISHING REEL REPAIR—Penn Reels, our specialty. Fast service. ROBERT W. MOSCATO, 516-354-8875.

CUSTOM Fishing Rods built; rods repaired; guides re-wrapped. We build rods to match the reel & fish! 516-794-7299/1992 Eves.

MISCELLANEOUS

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

BLUES, Shark, Tuna, Marlin. CAPTAIN MAX CHARTERS. Tackle, ice, bait supplied; 3 passenger limit. Full electronics. 516-868-0429.

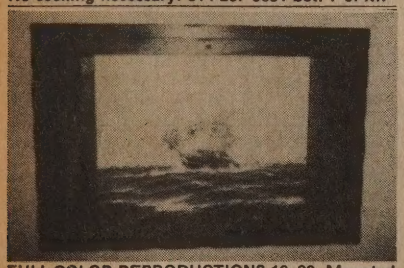
FLOUNDERS COME FROM EVERYWHERE
WHEN YOU OWN A MUSSEL TOOL!!!!!!
SAVE CASH! SAVE CASH!
Pick bushels of chum and bait with Mussel Tool. No bending; match the length to your reach. Pincer-grips, molded hand grips. Send $14 to: GEORGE CARDEL, 93-08 Francis Lewis Blvd., Queens Village, NY 11428.

DIVERS: San Diego & Ambrose Lightship Plans. Shows all deck levels. All compartments. $12 both. 783-7529.

LOOKING For a foot rest Fighting chair & Fin-Nor reels. Nights: 516-728-8269.

ATTENTION: Fishing Boat Captains, Boat Clubs: T-shirts, hats - silkscreened w/your logo or name. Low prices! THAT CERTAIN T, 581-4970.

HELP WANTED—Mate for City Island party boat. Full time; experience not necessary. Must be dependable. Good opportunity. ALSO NEEDS: Reliable person to take over small galley, full time. No cooking necessary. 914-237-5351 bet. 7-9PM.



FULL COLOR REPRODUCTIONS 16x20. Mounted in beautifully handcrafted plank-type picture frames of pine with a rich oiled walnut finish. 12 reproductions to choose from: nautical, landscapes, religious-Last Supper; colonial, wildlife, seashore & more! Only $35 w/hardware. Ready to hang. Finish size 21x31. Call PICTURE-PERFECT, 516-348-7023 Eves.

Summer Dockage & Winter Storage avail. Deep, wide, picturesque river in Copiague, 20 mins. to Frank & Dick's. Full service: Mercruiser, OMC & Volvo. Used boats for sale. Check us out. 519 MARINA, 519 Boatyard. 516-842-1579/789-8789.

REGINA M—Now booking charters for 1984. Flounder, fluke, bluefish & shark. Fast 22' Mini-Sportfisherman, CG licenses 1-4 passengers. Latest electronics & all tackle. Bay/Ocean fishing from Island Park. Inquire about reasonable rates & split charters. Beginners welcome. Capt. Pete Mikoleski, 212-306-3729. After 6PM 212-478-4133.

PAINTING: Interior & Exterior by Jack "The Painter" Murray. Let us paint while you fish. 516-273-0960.

FULLY LICENSED CAPTAIN—Water deliveries, boat/navigation instruction; charters & trips. NAVIGATION SERVICES. 516-795-4498.

Full Set Covers, Navy top, side curtains, backdrop. Frames not incl., to 22'. First quality Chrysler vinyl-$275. FOREAN KUSTOM, 549-9489.

Genrator Onan Diesel marine, 6 k.w. Rebuilt by Onan. No hours after rebldg. Will Demo. Asking $2995. 516-623-6148.

PORTUGUESE WATER DOGS
Fisherman's Friend & Companion. Non-shedding. Intelligent, AKC. Blacks & browns. 516-587-4249.

COOPER'S GALLEY
FIRST QUALITY commercial rain gear at whole sale prices. Full line O.D. & camouflage rain gear & hunting gear. 725-0661. COOPER'S GALLEY, West Water St., Sag Harbor, NY 11963.

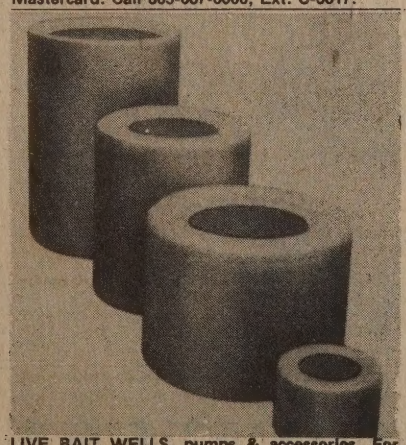
CHARTER the finest fishing boats in Freeport. Call BLUE FIN FLEET for brochure & information. 516 or 212-352-2986.

FISHING BUDDIES WANTED to share expenses on my 21' Outboard. Frank, 516-225-0087.

CHARTER BOAT & Business for Sale in lucrative Long Island fishing center. 516-883-6461.

ABSOLUTE LOWEST PRICES on Battle rifles, assault rifles, shotguns, SMGs., M-1 Garand, M-1A, Uzi, Thompson, Ruger Mini-14, Galil, FN-Fal, .30 cal. M-1 Carbine; others. Info: FDS, P.O. Box 430, Little Neck NY 11363.

NEW CREDIT Card! Nobody refused. Also Visa/Mastercard. Call 805-687-6000, Ext. C-3617.



LIVE BAIT WELLS, pumps & accessories. For Free brochure, send $.25 p/h. THE CADDY CO., 57 Bayonne Av., Dept. E, Central Islip, New York 11722; 516-234-0144.

COLLECTORS: We have some giant Pikie Lurers, Pt. Judith Atoms, Pflueger; assorted Creek Chubs. 516-754-9276.

PRIVATE DOCKAGE. Wanted for 16x42' Floating Home. South Shore Suffolk County preferred. AN 5-6390.

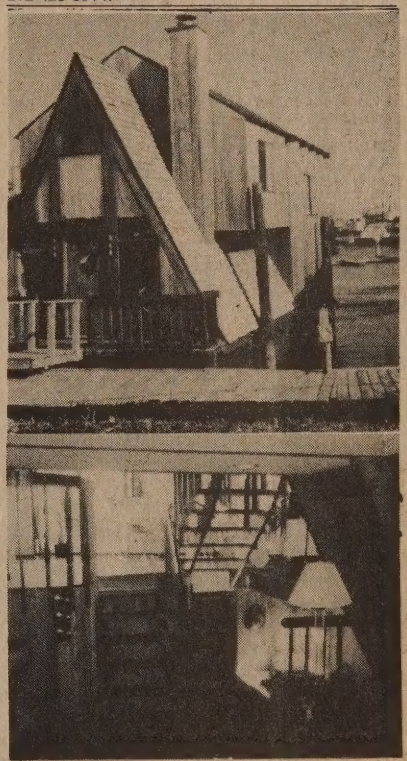
BOAT SHOE HEADQUARTERS
Sperry Top-sider; Docksides; Timberland. Men's, Women's, Children's. COURTNEY SHOES, 70 Main St., Sayville. 589-2288.

74" Glass Rod; 5 stainless rollers; 4/0 Penn reel; 3.8 Grumman 2 pr. oars; nylon line, pulleys, trolling sockets. Woolrich outfit. 298-5282.

LOBSTER CRAB POTS: L.I. Dealer offers vinyl coated steel wire lobster & crab pots. Light & long lasting. Completely assembled or kit form. Lobstering equip. & delayed time release buoys. Frank, 516-724-3372. Jim, 516-928-9603.

BOATERS—OUTDOORSMEN—FISHERMEN
Poly-Marine Coat. Buy at factory prices. Diamond hard, crystal clear coating. Won't yellow, crack or lift. Poly-Marine seals, waterproofs & provides non-slip tractions. Stops rust & corrosion. $39.50 per kit, incl. tax & shipping. ENVIRONMENTAL RESEARCH LABS, 1913 Deer Park Av, Deer Park, NY 11729. 516-586-8154. Master/VISA shipped same day.

CAPTAIN/FIRST MATE Wanted, F/T, for Freeport open boat. Excl. opportunity. After 6PM: 212-428-8614.



SEAFORD $69,000
Live Tax-Free on your Neptune Special Houseboat, 1-yr.-old. 4-Level Chalet with country kitchen, dining area, living rm. with wood burning stove, 2BR, bath, laundry area. 2 decks.
C21 AA REALTY 516-826-8100

REAL ESTATE

FANTASTIC FLORIDA KEYS FISHING
Rent Duck Key Condo. Sleeps 4. Furnished, convenient & reasonable. 516-589-7005.

DISTRESS SALE—3 Prime Lots in Silver Spring Shores, FL. $20,000 for all 3. 516-433-4427.

HOWARD BEACH WATERFRONT Completely renovated: 3BR, 1½Bth, living room/fireplace, formal dining room. Stained glass windows, Jacuzzi tub. Low taxes. $175,000. 212-738-2760.

"BIG" PRICE REDUCTIONS ON ALL MARINE SUPPLIES! GOOD THRU APRIL 30,1984

APRIL PRICE ZINGERS!

ELECTRONICS

	SALE
SI-TEX DL-1 DIGITAL DEPTH SOUNDER (cat. no 203) w/Alarm $399.00	$184.95
SI-TEX SH-1 DEPTH FLASHER (cat no. 211) 3 Ranges to 120' $169.00	$99.95
SI-TES SH-2 DEPTH FLASHER (cat no. 212) 5 Ranges & Alarm $209.00	$117.95
SI-TEX FL-3 DUAL RANGE DEPTH SOUNDER (cat no. 213) 2-Color Readout $309.00	$174.95
SI-TEX FL-5 DEPTH SOUNDER (cat no. 214) 3-Color Readout $349.00	$187.95
SI-TEX HE357 "MAGNUM" RECORDER (cat no. 193) Dual Cone Angle $599.00	$324.95
SI-TEX HE32 MKIIA DIGITAL/CHART RECORDER (cat no. 201) Dual Cone Angle $1099.00	$559.95
SI-TEX 787 AUTOMATIC LORAN C RECEIVER (cat no. 222) Standard $1095.00	$659.00
SI-TEX 787C AUTOMATIC LORAN C RECEIVER (cat no. 222)w/Lat/Lon. $1395.00	$839.00
KING 1011A MULTI-RANGE CHART RECORDER (cat no 111) 6 Ranges to 450' $499.00	$264.95
KING 1013A WHITE/STRAIGHT LINE RECORDER (cat. no 112) 4" Charting to 450' $599.00	$349.95
KING 1022A DIGITAL/CHART RECORDER (cat no. 113) Multi-Function $699.00	$364.95
AQUA METER 530 DIGITAL DEPTHFINDER (cat no. 81) Standard $399.00	$199.95
AQUA METER 550 DIGITAL DEPTHFINDER (cat no. 83) Deluxe $499.00	$249.95
AQUA METER 415 SCENTRY GAS DETECTOR (cat no. 73) Remote Capability $239.50	$129.95
AQUA METER 376A "CHEATER CLASSIC" D.F. (cat no. 63) Flasher w/Alarm $385.00	$192.95
AQUA METER 650 DIGITAL SPEED LOG (cat no. 84) Speedometer w/Alarm $399.00	$199.95
AQUA METER 301 "GRADUATE" SOUNDER (cat no. 71) w/Multi-Trans. Mt. $539.50	279.95
RAY JEFFERSON 513 DEPTH FINDER (cat no. 21) LED Flasher $189.95	$89.95
RAY JEFFERSON 514 "ECHO-LARM" (Cat no. 22) w/Alarm $219.95	$104.95
RAY JEFFERSON 5000VHF/FM RADIO (cat no. 13) 50 VHF Channels $449.95	$199.95
CYBERNET CMS-3000 STERO RECEIVER (cat no. 173) AM-FM, Cassette Dk. $499.00	$299.95
CYBERNET "CTX-1078" Handheld VHF/FM Radio (cat no. 165) 78 Channels $469.00	$222.95
CYBERNET "CTX-1200" VHF/FM RADIO (cat. no.161) 12VHF Channels $295.00	$169.95
APELCO CLIPPER 28 RADIO (cat no. 91) 28 Ch. + 4 Weather $319.00	$189.95
APELCO CLIPPER 54AS VHF/FM RADIO (cat no.92)All-Scan,Program. $539.00	$329.95

EMERGENCY EPIRBS

OLIN C-1 CLASS "C" EPIRB (cat no. 295) VHF monitored $299.00	$149.95
GUEST 630 CLASS "B" EPIRB (cat no. 296) Long Range $299.95	$161.95
ACR RLB-17 CLASS "C" EPIRB (cat no. 291) VHF monitored $275.00	$148.95
ACR RLB-14 CLASS "A" EPIRB (cat no. 292) Auto Activation $450.00	$242.95
ACR RLB-12 CLASS "B" EPIRB (cat no. 293) Long Range $350.00	$188.95

OLIN FLARE KITS

12 A/L "ALERT/LOCATE" KIT (cat no. 361) 12 ga. & Handheld $39.95	$21.95
25 A/L "ALERT/LOCATE" KIT (cat no. 362) 25mm & Handheld $99.95	$53.95
"ALERTER" KIT (cat no. 363) 12 ga. Launcher $24.95	$13.95

NORCOLD AC/DC REFRIGERATORS

NORCOLD DE250 "VEGABOND" (cat no. 1521) $492.00	$319.95
NORCOLD DE251 "VENTURER" (cat no. 1522) $458.00	$297.95
NORCOLD DE400 "VOYAGER" (cat no. 1523) $698.00	$453.95
NORCOLDER AC/DC CONVERSION UNIT (cat no. 1526) 6406 to 6 cu. ft. $419.95	$279.95
6800 to 12 cu. ft. $699.95	$489.95

SEARCHLIGHTS

RAYLINE 5" REMOTE CONTROL SEARCHLIGHT (cat no. 1142) 61025-3002 12V $320.25	$199.95
RAYLINE 7" REMOTE CONTROL SEARCHLIGHT (cat no. 1141) 61040-3002 12V $480.00	$299.95
GUEST SCAN-12 300,000DCP SPOTLIGHT (cat no. 1153) Mod 260 Marine plug $76.95	$43.95
Mod 261 Cigar. plug $73.95	$41.95

NOTE: For product descriptions on all "Price Zinger" items listed, please refer to our 1984 catalog. Example: Cat no. 81 woud be the first item on page eight.

PUMPS

	SALE
MAYFAIR 1225 JETTISON II BILGE PUMP (cat no. 1674) $24.95	$11.95
RULE 400 BILGE PUMP (cat no 1666) $27.00	$9.95
RULE 800 BILGE PUMP (cat no. 1665) $35.00	$18.95
RULE 1500 BILGE PUMP (cat no. 1662) $54.00	$28.95
RULE 2000 HEAVY DUTY BILGE PUMP (cat no. 1663) $66.00	$35.95
RULE-A-MATIC AUTO BILGE SWITCH (cat no. 1667) $22.00	$11.95
W/C "HI-CAP" GENERAL PURPOSE PUMP (cat no. 1659) $80.25	$49.95
PAR 37215-1000 12V WATER SYSTEM PUMP (cat no. 2174) $98.50	$55.95
JABSCO "DURA-MATE" WATER SYSTEM PUMP (cat no. 2171) 12V Automatic $89.95	$49.95

BOAT FENDERS

PAR RIBBED FENDERS (VARIBLE INFLATION) (cat no. 1761)	6 x 15	$27.95	$14.95
	8 x 20	41.95	22.95
	10 x 26	69.95	37.95
TAYLOR HULL GUARD VINYL FENDERS (cat no. 1762)	4½ x 16	$ 7.95	$ 3.95
	5½ x 20	11.10	5.95
	6½ x 23	17.50	8.95
	8½ x 27	30.10	15.95
	10½ x 30	42.95	21.95

FIRE EXTINGUISHING SYSTEMS

FIREBOY AUTOMATIC "HALON" SYSTEMS (cat no. 392)	15CG 75 cu. ft.	$149.95	$ 85.95
	35DG 200 cu. ft.	209.95	119.95
	70CG 350 cu. ft.	309.95	176.95
	100CG 500 cu. ft.	359.95	204.95
	150CG 750 cu. ft.	529.95	301.95
	200CG 1000 cu.ft.	579.95	330.95

SWIM & BOARDING LADDERS

TAYLOR MARK II LADDERS (cat no. 2134)	3 Step	$ 89.95	$49.95
	4 Step	107.95	$59.95
	5 Step	123.95	$69.95
GERELICK HOOK-ON LADDERS (cat. no. 2121)	3 Step, 36"	$32.00	$16.95
	4 Step, 48"	37.00	19.95

COMPASSES

AQUA METER 91 SKIPPER BRKT MT. COMPASS (cat no. 777) For power or sail $35.95	$19.95
RITCHIE B80 & 81 VOYAGER BRKT. MT. COMPASS (cat no. 781) w/Power Damp $69.50	$34.95
RITCHIE F82 & 83 VOYAGER FLUSH MT. COMPASS (cat no. 782) w/Power Damp $69.50	$34.95
RITCHIE HB70 & 71 HELMSMAN BRKT MT. COMPASS (cat no. 784) with Power Damp $95.00	$47.95

ANCHOR & TRAILER WINCHES

POWERWINCH 312 C TRAILER WINCH (cat no. 601) 2,500 lb. capacity	$289.00	$144.50
POWERWINCH 712C TRAILER WINCH (cat no. 602) 4,000 lb. capacity	$359.00	$179.50
POWERWINCH 812C TRAILER WINCH (cat no. 603) 6,000 lb. capacity	$409.00	$204.50
POWERWINCH 912C TRAILER WINCH (cat no. 604) 10,000 lb. capacity	$459.00	$229.50
POWERWINCH 412 ANCHOR WINDLASS (cat no. 1791) 4" Capstan	$439.00	$219.50
POWERWINCH 612 ANCHOR WINDLASS (cat no. 1792) Fully automatic	$699.00	$349.50

CHAIRS & OUTRIGGERS

	SALE
LEE'S SKIFF OUTRIGGER w/15ft. Poles (cat no. 875 & 877) OH216F. 1-5/8" Flush mt. holders with AP316, 15ft. poles $280.00	$199.95
PERKO MARLIN OUTRIGGERS w/18½ft. Poles (cat no. 863 & 864) Perko fig.470-1,1½" tube with 18½ft. poles $553.00	$329.95
PERKO SAILFISH OUTRIGGERS w/18½ft. Poles (cat no. 862 & 864) Perko fig. 445-1,1½" tube with 18½ft. poles $507.00	$299.95
WHITE BACK TO BACK LOUNGE SEAT Dimensions: 75' Open, 12"H x 14"W x 38"L (cat no. 949) $266.15	$149.95
BOATSMANS 1120 FOLDING YACHT ARM CHAIR (cat no. 901) White vinyl seat & back $188.90	$84.95
w/fishing gimbal $221.60	$99.95
TELESCOPE FOLDING ALUMINUM DECK CHAIR (cat no. 936) Blue canvas seat & back $50.00	$24.95

MARINE TOILETS

PAR 37010-0000 12V ELECTRIC MARINE HEAD (cat no. 1594) $433.35	$246.95
MANSFIELD 949B SANI-POTTI PORT. TOILET (cat no. 1611) $132.50	$69.95
MANSFIELD 944 SANI-POTTIE PORT. TOILET (cat no. 1612) $110.20	$54.95
PORTA POTTI 245 by THETFORD (cat no. 1582) 3.6 gal capacity $119.99	$69.95
PORTA POTTI 265 by THETFORD (cat no. 1583) 6 gal capacity $129.99	$79.95

GAUGES & SYNCHRONIZERS

GUEST/JUDSON MICRO-SYNC SYNCHRONIZER (cat no. 682) 1500 surface mount $169.95	$91.95
1501 panel mount 169.95	$91.95
DYTEK 1000 SEAWATER TEMPERATURE GAUGE (cat no. 805) LCD readout $259.00	$159.95

QUALITY ACCESSORIES

RITCHIE CHART TABLE & PLOTTER (cat no.671) fast,accurate,compact $119.00	$64.95
B.B.A. CHART KIT (REGION 3) (cat no. 581) NY to Natu/Cape May $54.95	$42.95
H20 SUN SHOWER (cat no. 1511) Standard 2½ gal. $14.95	$7.95
Super 5 gal. $19.95	$11.95
MARINE BOAT BATTERY - "DEKA" 85 amp, Heavy Duty $107.95	$69.95
KOOL MATE REFRIGERATOR COOLER Compact, Portable, 12V $120.00	$69.95
FALCON PUSH BUTTOM HORN (cat no. 1176) Handheld $13.95	$7.95
DELUXE S/S FLUSH MT. ROD HOLDERS (cat no. 838) w/Vinyl liner & gasket $20.00 ea.	$9.95
FRAM FCS1136M FUEL FILTER (cat no.2074) 100% Water Removal $95.38	$47.95
FRAM FBM1110-PL GAS FILTER (cat no. 2075) Micronic Filtrationb $66.23	$33.95
HUBBELL 50 Ft 110V POWER CABLE (cat no. 973B) 30 amp molder plug $147.30	$79.95
GUEST BATTERY CHARGES (cat no. 996) Mod 2515 15 amp $269.95	$153.95
Mod 2530 30 amp $409.95	$233.95
Mod 2540 40 amp $479.95	$273.95
MARINE WINDSHIELD WIPER KIT (cat no. 2364) 12V Self parking $49.95	$22.95
TAYLOR CIGARETTE/CHART LITER (cat no. 566) Chrome w/S/S/ mt plate $10.50	$5.95
TEMPO 6 GAL. OUTBOARD FUEL TANK (cat no. 1692) plastic w/fuel gauge $28.00	$12.95
JABSCO ELECTRIC DRILL PUMP (cat no. 1743) $13.95	$8.95
IGLOO JUMBO 151 QT. ICE CHEST (cat no. 1551) holds 300lbs. White $287.99	$149.95
TORO MARINE HOSE & REEL SYSTEM (cat no. 2342) non-toxic 50' hose $49.95	$27.95
	2 for $49.95

ANCHORS

DANFORTH STANDARD ANCHORS (cat no. 1821)	2½-S	$10.20	$ 5.95
	4-S	16.30	8.95
	8-S	31.70	16.95
	13-S	51.25	27.95
	18-S	72.15	38.95
	22-S	82.15	44.95

PAINTS & CLEANERS

INTERLUX & WOOLSEY BOTTOM PAINTS (cat no. 230)	SALE 45% OFF
Z-SPAR BOTTOM PAINTS (cat no. 2251)	SALE 50% OFF
BOATLIFE BILGE CLEANER (cat no. 2281) Quart Size $5.95ea.	Sale 2 / $5.95
BOATLIFE LIFE WAX (cat no.2201) Fiberglass Wax $7.95ea.	Sale 2/$7.95

FREEPORT MARINE

ALL MAJOR CREDIT CARDS
Quantities Limited

47 WEST MERRICK RD.
FREEPORT,N.Y. (516) 379-2610

Located 1 mile west of Meadowbrook Parkway on Merrick Road in Freeport)
Ample free parking in rear